

THE AUTOMOBILE

WEEKLY

NEW YORK—SATURDAY, AUGUST 20, 1904—CHICAGO

10 CENTS

AUTOMOBILE WEEK AT THE WORLD'S FAIR.

City and Exposition Given Into the Hands of the Tourists and St. Louis Club Members,
Who Hold a Monster Parade Through the Fair Grounds.

Special Correspondence.

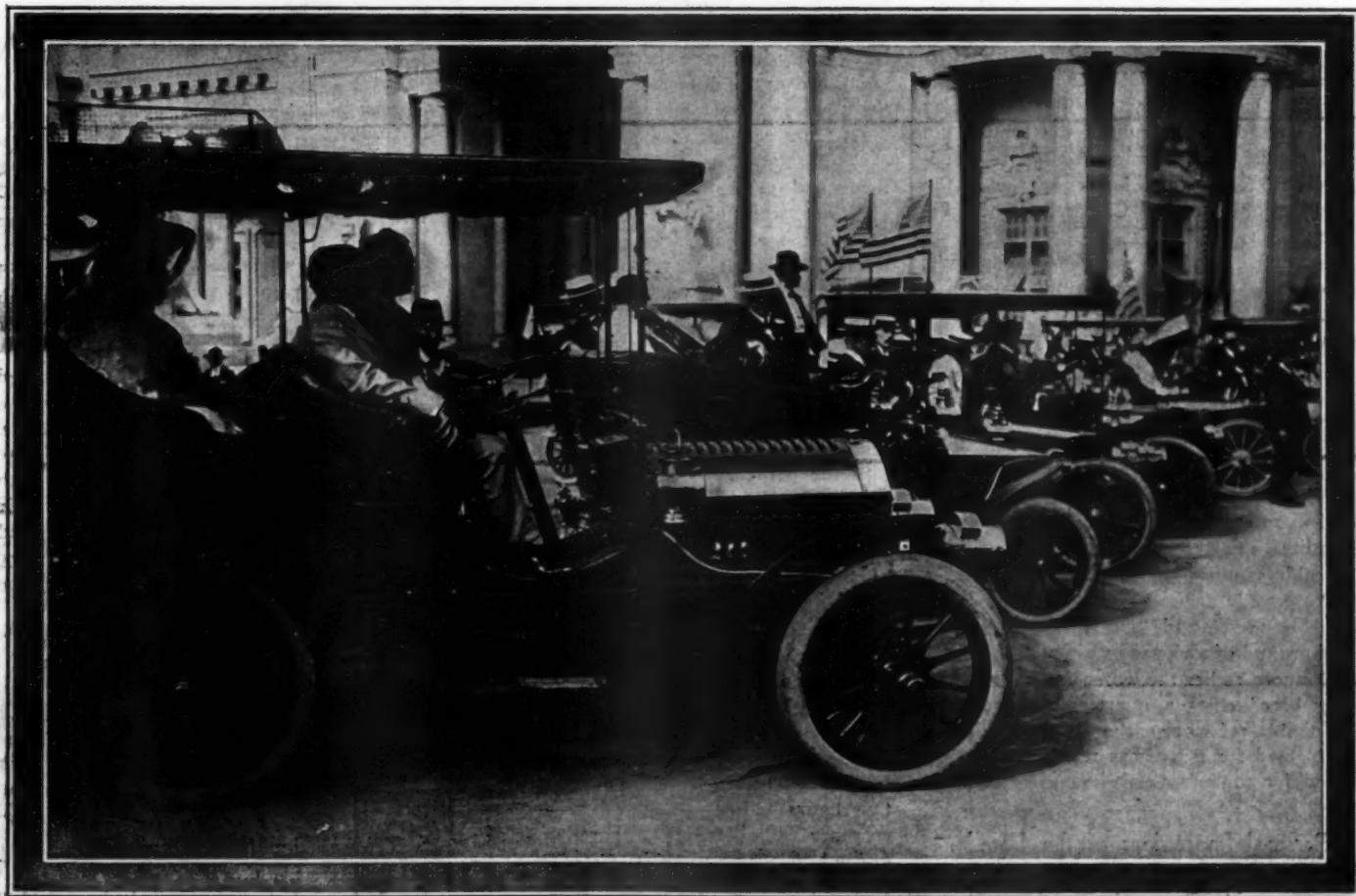
ST. LOUIS, Aug. 12.—In a blaze of glory and very hot sunshine, the sixty-eight cars of the successful tourists, escorted by nearly 200 local and visiting machines, started from the Jefferson Hotel this afternoon for a parade of the city and the Fair grounds. Many of the local and some of the tourists' autos were gay with flags, colored tissue and bunting, and for nearly two blocks the wide street was choked with cars and brilliant with color before the start. Half the pretty

women of St. Louis seemed to be in the machines, and the other half, after a couple of miles through smooth but not aristocratic streets, were discovered on the porches and lawns bordering the route of the parade.

The start was made at 1.30 p. m., and the paraders were piloted to Forest Park, through which they passed before they entered the Fair grounds, by the city's police automobile, bearing Chief of Police Kiely and three officers, and by Mayor Rolla Wells in his white Peerless and President

A. B. Lambert, of the St. Louis Automobile Club, carrying the members of the police board. Behind them came the tourists, headed by Augustus Post, with President Whipple, of the A. A. A., as passenger. With two or three exceptions, the tourists were arranged in the numerical order of their cars. Behind them swarmed the escort cars, their immaculate paint and gay colors in striking contrast to the dusty and weather-worn Easterners.

The route was via Chestnut, Twenty-sec-



PRESIDENT FRANCIS, OF THE EXPOSITION, AND PARTY REVIEWING THE PARADE IN FRONT OF THE ADMINISTRATION BUILDING.
President Francis Occupies the Left Front Seat in the First Car.

ond and Pine streets and Lindell Boulevard, and the inevitable waits at the start and at the entrance to the Fair were atoned for by fair speed along the way. Each car was furnished with a special permit admitting it and its occupants to the Fair, with the understanding—to which no one seemed to pay much attention after the reviewing stand had been passed and the parade was officially over—that no occupant was to leave the cars.

Because the paraders were on wheels, a very long line of parade could be laid out, and nearly every portion of the immense grounds was traversed, only the "Forest," the Philippine exhibit, and the agricultural and horticultural sections being left out.

At the States entrance the paraders were met by President D. R. Francis, of the Exposition; Willard A. Smith, Chief of Transportation; Gen. Edmund Rice, Grand Marshal Fest, and Major Hammond, of the Jefferson Guards, and the chiefs and leading officials of the Exposition, together with a band, in three of the big electric breaks used to take parties of visitors about the grounds. These now led the paraders through their devious journey past the States buildings, the palaces, halls, and statues, through the Plaza of St. Louis, and by the lagoon, and down The Pike; and at length President Francis drew to one side, and Messrs. Post and Whipple, and John Farson, of Chicago, who, though unable to join the tour, had come down by train with his new white Thomas car, drew to the opposite side of the road near the Government Building, and between them the paraders passed in review. The little delay thus caused gave some of the tourists an opportunity—promptly seized upon—to secure the Wild Man of Borneo, the Hindu juggler, and several Chinamen, and give them the ride of their lives.

Following the official end of the parade, a dash was made for stands purveying liquid refreshment. Soon there were many attractive glimpses to be seen about the piazzas of the open-air restaurants, each with a group of empty automobiles in the foreground, on the piazza little groups of becaped and cheerful motorists seated beside nut-brown maids and matrons with the inevitable badges, before them tall glasses and mammoth steins, and around them the ruralite, thirsty but for the most part speechless in the midst of tuneful snatches of "Meet Me at the Fair," "The Star-Spangled Banner," and "Dixie," all against a background of awkward waiters and of staff and stucco rather the worse for wear. As a "big beer" costs a quarter at these most hospitable refectories, the visitors could not be blamed for getting as much fun as they could for their money.

Personal Impressions of the Parade.

Special Correspondence.

ST. LOUIS, August 12.—This city went wild over automobiles to-day. One could

almost have run his machine down through the busiest sections of the city on the sidewalk and no one would have questioned. Every policeman came to attention and saluted, and everyone turned to look at the machines as they passed along the street. The only way to get arrested was to run down and kill a man, for nothing short of manslaughter would have called out an official reproach.

It was Automobile Day at the Exposition, and the "bubbles" had right of way over everything. Even the cast iron regulations for vehicles at the Fair grounds were broken, and among other things the sacred Pike itself was invaded by "devils"—red and other colors.

The parade was the longest, the grandest and the most gorgeously decorated affair of its kind ever held in America. In line were machines of every color, style of propulsion, size and design, from the motorcycle with a chair strapped on for an extra passenger, to the gigantic triple-deck electric 'bus used as an observation stand and weighing several tons.

There were cars from the East and cars from the West, from the North and from the South, as well as many cars made and owned here in St. Louis. Nearly every large city in the country was represented, and the tourists took pains not to conceal their identity. Scores of signs on the cars showed what city and State the vehicles hailed from, and the general appearance of the tourists' machines plainly showed the battles they had gone through on the roads, good, bad and indifferent, in order to be at St. Louis in time for the procession.

As these vehicles formed in line, some as early as 10 a. m., the crowd surrounded them and plied the drivers with endless questions, many of them unanswerable. By 1 o'clock, the time for the parade to start, the entire street was alive with moving automobiles and the curb on either side for several blocks was thickly lined with motor cars. Chief interest centered in those that had come on the tour, but the local private owners and dealers turned out in numbers, and many a stock wagon that was never intended to be taken out until sold went into the parade.

Like most big parades, it was utterly impossible to get it under way in anything like good order or time. At 2 o'clock it started, headed by Chief of Police Kiely in his new municipal automobile, followed by Mayor Wells in his new 24-horsepower machine and an escort of twenty policemen in big electric automobiles. Then came the members of the St. Louis Automobile Club in more than one hundred machines, followed by the tourists, whom Messrs. Tucker and Downs had been frantically endeavoring for two hours to straighten out according to entrance numbers. The parade was in pretty good order when it started, but there was a changing of places throughout the march occasioned by the dropping out of some whose machines went wrong and the

crowding in of some of the unattached automobilists, who were scheduled to bring up the rear section and didn't like that position so much as one ahead. There were bumps, and lots of them, during the six-mile parade to the grounds, and lamps to the value of several hundred dollars were damaged.

After passing in review over several miles of streets inside the grounds, the motorists were allowed to roam at random and take such short cuts over sidewalks and lawns as they pleased. The machines entered the grounds and whirled around curves in a way that led many to prophesy numerous accidents before the day was over, but the skill of the drivers prevented any such occurrence.

Before the parade started each driver was handed a permit to take his machine in the grounds, but was forbidden to drop out of the line or to allow any passengers to get out. It was the first visit of the majority of the tourists to the Fair grounds, and it was necessary to invent some excuse for dropping out of the line in an honorable way. The only thing to do was to have a breakdown of some kind, and these occurred more frequently on the two or three-mile parade around inside the grounds than they ordinarily would on a hundred-mile stretch of country road. At any rate, when the parade proper withdrew from the grounds, fully 100 machines were still within the gates, some really crippled, but the majority deserted by their occupants, who were taking in the sights.

Among the curious things that one noticed during the parade through the city was the wearing of automobile goggles by the motormen on the St. Louis street cars.

A number of the machines stopped at different concessions along the Pike while the parade was passing through, and loaded up with "freaks." Denzer and Jay captured the "Wild Man from Borneo" at the Ostrich Farm on the Pike and piled him into their car, which was occupied by several newspapermen. In this manner they rejoined the procession and finished touring the grounds. Harold Pope, not to be outdone, made a descent upon the Japanese village and loaded his big Pope-Toledo down with pretty Japanese maidens attired in their native costumes. Other machines followed suit, and it is doubtful whether there were any freaks worth while left on the Pike after the parade had passed.

Each machine, with all its occupants, was admitted to the grounds free. The regular price of admission is 50 cents a person, and a like charge is made for taking an automobile in the grounds, even when the operator is fortunate enough to hold such a permit. All of this was overruled on Automobile Day, and everyone in the machines was admitted without charge.

The parading was over at 4 p. m., and those who did not remain within the grounds slowly filed back to their hotels, and the tour was a thing of the past.

From a Woman's Point of View

Special Correspondence.

ST. LOUIS, Aug. 12.—From a woman's viewpoint, the automobile parade was most imposing in a multiplicity of ways. The picture in front of the Jefferson Hotel at 1:30 this afternoon was worthy the brush of some impressionistic artist who wishes to paint American life at its fullest. Under a Western breadth of sky and the high sun was the Jefferson as a background for the scene—a modern light grey brick hotel distinctively American in its skyscraper outline, and in front of this building on Twelfth street, one of the broadest cross-

parade, and appeared unwashed and unkempt, loaded outside with soil transferred from New York State to Missouri. However, these cars had the "ginger" when it came to the chug-chug of big, impatient motors. Most of the cars had some pedigrees placarded in large letters: "White Mountain Record Run," "From Arizona," "From Dixie," and "Second Trip, New York to St. Louis."

Seated in these gayly decorated cars were women from the East, West, North and South. All were attired in fetching holiday gowns. Delicately tinted chiffon veils, white hats, and dainty dresses were completed by bewilderingly pretty parasols. The tilting

eleven years. Everybody admired the plucky little woman who had brought her boys overland from the Southwest to see this World's Fair. Mrs. F. C. Donald, from Chicago, wore a white linen suit made with wide lace insertions. She wore white canvas shoes, a large white picture hat, and a white chiffon veil. She had her four-cylinder Pope-Toledo car decorated with bouquets of yellow roses and purple asters—purple and gold are the Chicago Automobile colors.

Mrs. C. J. Glidden, of Boston, wore a mauve silk shirt waist suit. Mrs. Swan J. Turnblad, of Minneapolis, wore a white india mull gown, and her daughter, Miss



PARADING AUTOMOBILISTS PASSING THROUGH FOREST PARK JUST BEFORE ENTERING THE WORLD'S FAIR GROUNDS.

town thoroughfares in the United States, were gathered automobiles of every size, and nearly all of the machines were chic in gay decorations. Bunting in green and white and red, the American Automobile Association colors, was festooned in a hundred artistic ways through wheel spokes and over canopies. Flags of many countries, but principally the stars and stripes, floated from visiting automobiles. German tissue paper streamers in a myriad design of bright colors enveloped some of the cars. Some had only bouquets of roses tied with wide satin ribbon to the great brass headlights of the autos. A few immense cars—racing types—tabooed the conventions of a smart

of these sunshades was so evanescent that the line of color moved up and down and around like a Florodora chorus.

Mrs. Frank X. Mudd, of Chicago, was gowned in a cream cloth skirt, white silk shirtwaist, white hat and white automobile veil. Part of the time she wore a Russian green silk cloak. Mrs. W. C. Temple, of Pittsburgh, was resplendent in white. Mrs. S. J. Kiefer, of St. Louis, was gowned entirely in white, while beside her in the tonneau sat "Jerry," a white bulldog decked out in smart dog auto fashions. One woman from Arizona, dressed in seal brown, drove her own car and carried her three boys, youngsters who ranged in ages from six to

Turnblad, wore a grey silk auto cloak while in the Knox car. Mrs. Wilkins, in a jaunty little Olds car, was sensibly dressed in a white silk shirt waist, and brown cloth skirt. She had a pongee automobile coat. Mrs. L. A. Woods, of St. Paul, was dressed in a white linen suit with a blue and gold chiffon toque. She wore only a face veil, and not the long motoring hat covering. Mrs. C. M. Hamilton, a recent bride of New York, wore white, while in the same Peerless car was Mrs. T. C. Collins, of Cleveland, who also was dressed entirely in white. Mrs. Harry Turner, of St. Louis, wore a white linen suit with an auto veil of blue chiffon. Mrs. A. M. Husted, of

Uniontown, Penn., drove in a rich brown street suit. In all there were about 175 women in the automobiles including St. Louisans and visiting motorists. The costumes made the principal color feature of the brilliant summer scene.

CHICAGO DELEGATION HAPPY.

President Farson Leads Division in Parade with New Car Expressed to Fair.

Special Correspondence.

ST. LOUIS, Aug. 12.—One of the cleanest and handsomest cars in the parade to-day was driven by President John Farson, of the Chicago Automobile Club. This car is a brand new Thomas Flyer which arrived in Chicago Wednesday night from the factory, and it was at once expressed to this city for the parade to-day. The car is pure white with red cushions—Mr. Farson's favorite color combination—and has a birdseye maple top, with brass trimmings.

This car is the fourth addition to the Farson garage this year, and, like the Sultan's wives, the last one being the favorite, it was honored by being put in the St. Louis parade.

Mr. Farson was too busy to go on the run from Chicago with the regular tour, but he "made good" by going to the first night stop on the train, where he welcomed his constituency from the Chicago Automobile Club.

At Pontiac his sporting blood was stirred, however, and after sending a few telegrams back to Chicago, he stayed over night and made the next day's journey in Augustus Post's car. From Springfield he went back to Chicago, and Friday morning found him, accompanied by Mrs. Farson and the two



[JAMES L. BREESE PASSING ANIMAL CIRCUS IN THE PIKE WITH HIS MERCEDES.

boys, John, Jr., and William, at the Jefferson Hotel in this city, ready to try out the new car at the head of the Chicago delegation.

Fourteen dust-begrimed, tireworn, but happy pilgrims from the Chicago club followed the Farson car—not looking so pretty, perhaps, but happy nevertheless.

George A. Crane, with a Knox, carried a big banner—"Chicago"—which brought forth much cheering along the line, especially on the Pike, the Pikers sending up a shout of welcome at seeing something from home. Mr. Crane's car won distinction on the downward trip by having more punctured tires than any other car in the run and at the same time making as good time as any, the motor running perfectly

and not a moment being lost on account of the engine.

An Astounding Proposal.

Staff Correspondence.

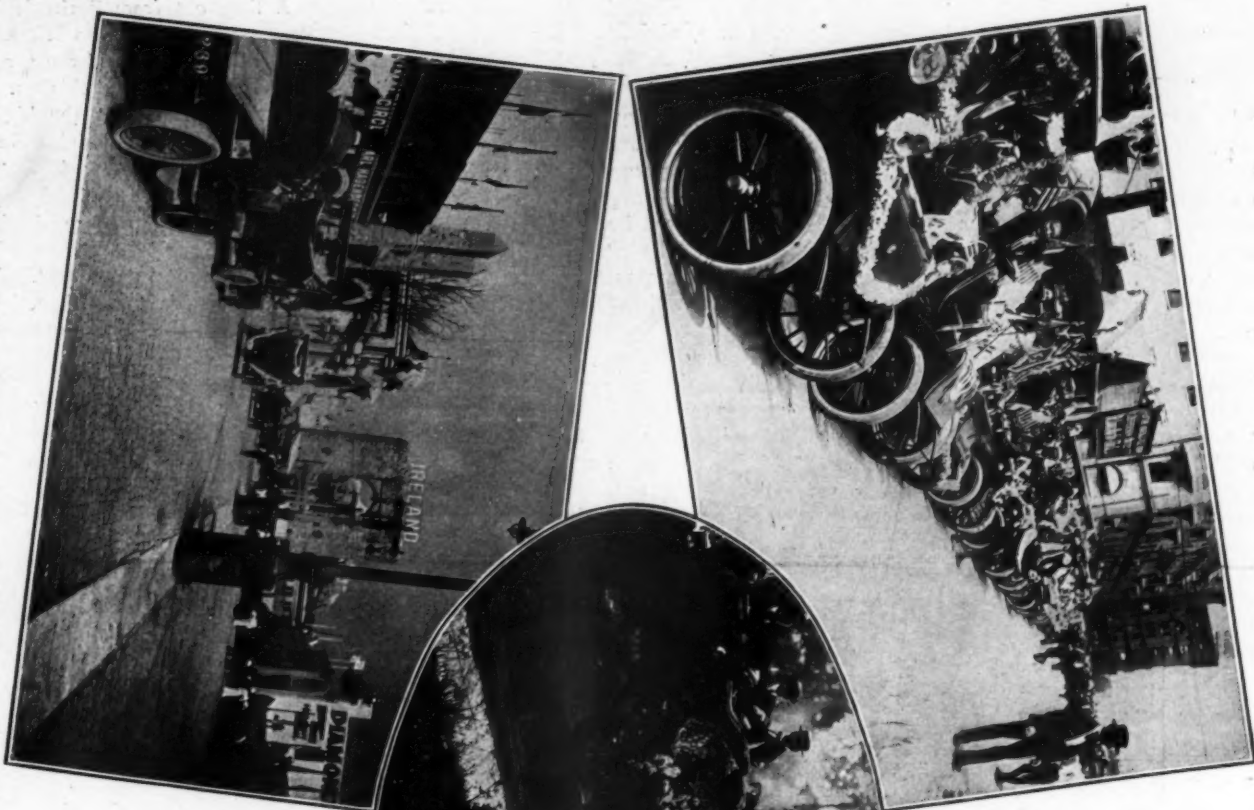
ST. LOUIS, Aug. 15.—Among the automobile exhibitors on the ground the one subject of conversation to-day is the extraordinary change of heart exhibited by the city and Fair officials on Automobile Day at the Fair—last Friday. Hitherto the official classes generally have not only been not enthusiastic, but actually hostile. The most serious manifestation of this spirit was the petition of the State Executive Commissioners' Association addressed to President Francis. In this extraordinary document he was requested to place pilots on "each and every automobile maintained and operated within the Exposition grounds, with distinct orders to cut the tire and place powdered emery on all delicate working portions of the mechanism whenever such vehicles are operated at a speed in excess of one mile per hour while within the confines of the Louisiana Purchase Exposition."

This ruffianly proposal evidently did not meet with the approval of President Francis, for nothing has been done toward giving it the force of an executive order. The commissioners were apparently annoyed by the privileges which the demonstration of exhibition automobiles enjoyed and which were not extended to "outside" automobiles and took advantage of the speed indiscretion of some drivers to ask for the destruction of cars. A vigorous protest was made by the exhibitors and as a result of the feeling caused by the request it looked for a time as if no automobiles would participate in the Transportation Day parade.

Exhibitors are now wondering whether the splendid demonstration made by the local owners and World's Fair tourists on Automobile Day will result in a permanent improvement in relations.



PRESIDENT FARSON, OF CHICAGO CLUB WHO LED CHICAGO DIVISION IN HIS NEW THOMAS.



Gaily Decorated Cars Lined Up for Start of the Parade.

Procession Moving Down the Pike in Front of the Irish Village.

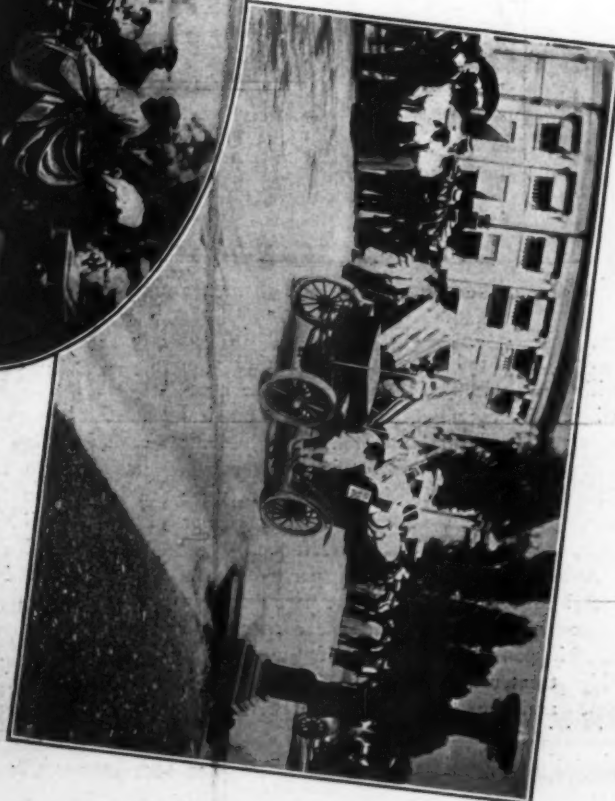
SNAP SHOTS OF AUTOMOBILE DAY PARADE IN ST. LOUIS, AUGUST 12. THE GREATEST DEMONSTRATION OF THE KIND EVER HELD IN ANY COUNTRY



A Patriotic Decoration—American Eagle and Flag.

G. C. Brown's Party from "Dixie" (Birmingham, Ala.) in the Parade.

Coming Through the Pike in Front of the Chinese Restaurant



The Procession Enters St. Louis.

Thousands Watch the Tourists Parade Over Eads Bridge to Jefferson Hotel—Participants Relate Their Experiences.

Special Correspondence.

ST. LOUIS, Aug. 10.—Motorists began to arrive at 2.30 o'clock to-day at the City Hall Square in East St. Louis, where they lined up in the order of their touring numbers and made a formal entry over the Eads bridge into St. Louis. More than fifty automobiles—dusty, mud-bespattered, and with tires chain-wrapped, showing that their occupants had made a strenuous journey—arrived promptly at Eads Bridge during the following half hour. The cars hailed from Boston, New York, Cleveland, Baltimore, Philadelphia, Pittsburgh, Uniontown, Pa., Columbus, O., St. Paul, Minneapolis, Chicago and other western cities.

A local committee and a number of prominent St. Louis motorists, went over

were dusty and sunburned, no one looked extremely weary. One woman from Boston, who had been two weeks on the road, remarked as she stepped from her car, "I'm sorry it's all over." Everybody was in a good-humored frame of mind. W. B. Saunders, of Philadelphia, had come in at 1.05 p. m., so he was neatly dressed in a business suit and waiting to watch the arrival of the other tourists. Mr. Saunders, accompanied by his chauffeur, J. J. Laughlin, came in a twenty-horsepower Winton. Instead of going to Gettysburg, he came through Chambersburg and Hagerstown. In an interview to-day he said:

"Yes, they say I am the first one of the eastern party to arrive here. The trip was

comobile into a plate glass window. Everyone was very courteous; the merchant took my card and said he would send a bill for the glass."

A little out from Springfield these tourists met a woman who left her horse and buggy in the road and ran across the road-bed hopping like a chicken. The horse paid no attention to the big motor, and when Mr. Saunders indulged in a laugh, the Illinoisan called after him, "Sir, this is nothing to laugh at!" At another place four women who were driving, left the horse in the middle of the road alone while the motor car went past. The women were more frightened than the horses. It was a noticeable fact that cows evinced no alarm at the automobile.

When asked about the other Philadelphians, Mr. Saunders said that the Allison, who went on ahead in a Pope-Toledo car, jumped a rail fence four miles out from Reading. Just out of Uniontown, Penna., they had a tire go down and he had not



TOURISTS FROM THE EAST ASCENDING APPROACH TO EADS BRIDGE IN EAST ST. LOUIS IN PARADE ORDER.

to East St. Louis in spick and span automobiles, painted in white, and claret cars with gay moldings, to assist advance committees in escorting the visiting tourists over to the Jefferson Hotel. The jubilant parade was greeted by continuous crowds all along the thoroughfares. Flowers were tossed into the cars, and at every corner more cheers greeted the travelers.

A big crowd awaited the parade at the Hotel Jefferson and gave the cars a hearty welcome as they rounded the corner from Washington avenue. All of the tourists did not enter with the parade; in fact, cars kept arriving at short intervals until midnight. Among the first in the parade after the committees were Mr. and Mrs. Whipple, Mr. and Mrs. C. H. Gillette, Augustus Post, Mr. and Mrs. Chas. J. Glidden, and Mr. and Mrs. W. C. Temple.

Most of the motorists had eaten a good dinner in East St. Louis, and although all

all right. My three days of mountain climbing were the most strenuous. Sometimes I would go for three or four miles on the low gear up some steep grades, and then for the same distance, perhaps, go down grades with the emergency brake on. I shipped two tires and some other things back to Philadelphia. Anything that needed repairs I sent home. My car behaved handsomely. I smashed a rear wheel once, but that was my own fault, as I lost control of the machine. I got a new one and came ahead. At Springfield, Ill., when we started out, about 1,000 people were gathered around to see us off. Going down the main street a man with a bicycle was crossing the street. I turned out to go past him but just as I did this he became dazed and turned back directly in front of my car. To save him I turned the machine and swerved into a Locomobile standing in front of a store. My Winton knocked the little Lo-

heard from them since. Mr. Keeley and his two sons got as far as Pittsburgh, but he did not hear from them after that. Mr. Saunders says he found the National Pike much better than he expected it would be.

At Columbus this Philadelphian met the Buckeye car, a four-cylinder air-cooled car driven by L. A. Frayer, who invented his own motor and is giving it its first long road test on this run. The new motor did remarkably well.

The Popes, of Hartford, say that this run has demonstrated American cars to be equal to any foreign models. Albert L. Pope, Arthur W. Pope, and George Soules came through in a Pope-Toledo car which was taken out of stock at Providence, R. I. They did not decide to come until the day before leaving, so there was no extra preparation. "Some of these western roads are no roads at all, merely fields," said Albert Pope to-day. The party came in on time

and with no mishaps. At Chicago they picked up O. F. Weber and brought him on to St. Louis.

Harold L. Pope drove a 10-horsepower single cylinder Pope-Hartford car from Springfield, Mass. The second day out he went over a 30-foot embankment and bent an axle, but he repaired it and came through with the others.

W. G. Schmunk, George H. Lowe and J. Sheldon, who came through from Boston in a White steamer, report that they did not even tighten a screw from the time they left Boston two weeks ago last Monday until they reached here this afternoon at 3 o'clock.

E. F. Meier, of South Bend, Ind., arrived with his right arm done up in a sling. He and R. S. John had just started when their car overturned and Mr. Meier's arm was broken. The arm was set, the car righted and on they came, with no other mishap.

Pekin, Ill., a city of 11,000 inhabitants, had two cars in the trip. Mr. and Mrs. H. C. Frings, Miss Olga Commentz, and C. G. Herget came in a 20-horsepower National. V. P. Turner also came in a car of the same make and power, bringing his son Robert and his two daughters. He said the roads were bad enough, although he had no trouble with his car.

W. C. Hurlburt, of Detroit, arrived at 1.30 to-day, having driven from New York, and H. E. Newman was not far behind. Mr. and Mrs. C. C. Cockrell, of Pittsburgh, Kan., and Roy Sanborn, of Kansas City, arrived at 2.30 yesterday afternoon after a pleasant run across country. They found the sandy roads bad near Glasgow, but otherwise made excellent time. They will remain in St. Louis until after Automobile Day on Friday.

W. S. Shrigley, of Boston, also arrived yesterday, but expects to return to Boston to-night.

A. B. Tucker, assistant secretary of the A. A. A., opened official headquarters at the Jefferson Hotel yesterday morning. He



CROSSING EADS BRIDGE OVER MISSISSIPPI RIVER, WITH DESTINATION NEAR AT HAND.

is equipped with badges, buttons, flags, and a fund of information for the tourists.

Mr. and Mrs. Walden Shaw, of Chicago, with their chauffeur, came in Monday night, having made the trip in eighteen hours actual running time.

A. D. Rogers, T. K. Pinkard, C. O. Howard and Starling Rogers arrived from Columbus, O., last night. They started last Friday in two cars and made the trip in twenty-five hours' running time. From Columbus to Terre Haute they reported the roads in excellent condition, but from Terre Haute to St. Louis, particularly in Illinois, they experienced almost every kind of road trouble.

About three-quarters of an hour after the procession to the Hotel Jefferson ended to-day Mr. Manross's party from Bristol, Conn., arrived in a Columbia 24-horsepower car. They reported that when the pilot car exhausted its supply of *confetti* it resorted to the use of rice, pumpkin seeds and corn, which was promptly picked up by chickens and the motorists got lost. "We broke three springs between Buffalo and

Cleveland, and broke the body hanger this side of Springfield," said Mr. Horton, of the party. "Between Albany and Buffalo the roads were bad, and between Springfield and here they were bad." All said that this run would show what can be done by automobiles, and better roads will result.

Early in the afternoon Dr. H. C. Hendel and Louis F. Siebenthaler, of Cincinnati, arrived. They were so covered with mud that one newsboy shouted to another, in answer to the question, "Who are they?" "Mudturtles, sure!"

The following motorists designated by the numbers of their machines, have registered at the headquarters of the American Automobile Association to-day:

- No.
1. H. W. Whipple, Mrs. Whipple, C. J. Donahue.
 3. C. H. Gillette, Mrs. Gillette.
 4. Carl Page, W. R. Greene, M. H. Newton.
 9. E. S. Morton, R. H. Johnston.
 10. Augustus Post, John Hantch.
 12. W. C. Temple, Mrs. Temple, H. Mashie, L. Wilson.



ARRIVAL AT END OF JOURNEY IN FRONT OF A. A. A. HEADQUARTERS IN JEFFERSON HOTEL WEDNESDAY AFTERNOON, AUGUST 19.

13. E. T. Fetch.
15. C. J. Glidden, Mrs. Glidden, C. Thomas.
18. G. S. Waite, Mrs. Waite.
19. Jas. L. Breese.
20. F. C. Donald, M. C. Green.
21. H. Frederick Lesh, Thos. Lesh, Mrs. Champ R. McClellan, J. Darling.
24. C. H. Burchwood, C. S. Arnold.
30. George H. Lowe.
31. Ray D. Lillibridge.
32. Webb Jay, C. E. Denzer.
34. P. F. Megargel.
35. Dr. W. H. Gifford, George Johns.
38. W. C. Hurlburt, John Speck.
39. F. N. Manross, Robert Manross, W. W. Horton, H. A. Warner.
47. H. C. Esselstyn, G. Harris.
50. J. M. Waters, E. B. Gitchell.
51. P. P. Pierce, George Ulrich.
53. F. E. Spooner, D. B. Huss.
54. F. C. Gates, Mrs. Gates.
55. H. L. Pope, J. W. Zeigler.
59. A. L. Pope, George Soules.
60. A. J. Seaton, J. W. Seaton.
61. A. D. MacLachlin, George Bowler, F. Miller.
64. H. Hoag, E. S. Frittner.
65. H. P. Dyer, H. S. Trenhauf, A. Jones.
70. S. J. Turnblad, Mrs. Turnblad, Miss Turnblad, H. Hamer.
71. C. B. Judd, Mrs. Judd, Miss McWhatter, Mr. Austin.
78. L. A. Wood, Mrs. Wood, Allen Wood, George Heigus.
79. B. A. Ledy.
86. Mr. and Mrs. Welhius.
101. W. R. Smith, Mrs. Smith, R. Fairchild.
104. J. R. Blakish, Mrs. Blakish.
105. T. C. Collings, Mrs. Collings, C. M. Hamilton, Mrs. Hamilton.
117. L. E. Mayers, Mrs. Mayers, W. R. Dixon.

Impressions of Women Tourists

Special Correspondence.

ST. LOUIS, Aug. 13.—The fact that a number of women motorists made this overland journey of about 1,400 miles by automobile shows that there is a new epoch opening for long distance auto touring in America. These women not only stood the trip, but enjoyed it. They are already planning on next year's run. Several of the ladies expressed themselves that they would prefer to return the way they came to Pullman accommodations. Some found the journey a little too strenuous, and would prefer a rest of a day after each two or three days' touring. In interviews with these feminine motorists a diversity of opinion was apparent in regard to the journey.

Mrs. L. E. Myers, of Chicago, said she considered motoring the most fascinating sport she knew. She and her husband started in a Columbia car, 32-horsepower, which weighed 3,600 pounds. This was the record car which went from Chicago to New York, a distance of 1,375 miles, in 76 hours. But on this last trip the carbureter began acting badly, and the occupants of the car came into St. Louis by train from Springfield, Ill. The chauffeur, Holcomb, repaired the machine, and drove it into St. Louis on Friday.

Mrs. Frank X. Mudd, of Chicago, said she could stand any amount of motoring if

she had three good meals a day and a bed to sleep in at night. "I think American women should go in more for this sport. It is healthful, invigorating and delightful. We came in a little one-cylinder Cadillac run-about. We expected a four-cylinder tonneau, but couldn't get it. We didn't have a bit of trouble, not even a tire puncture. At one Illinois farm where I stopped to get a drink the woman of the house asked me "How much do them things cost?"—meaning automobiles. When I told her the prices ranged anywhere from \$900 to about \$6,000 she raised her arms in amazement, and exclaimed, "Why, that would buy a good farm, now, wouldn't it?" Another countrywoman in Missouri met Mrs. Mudd on the route and explained that her horse's name was "Old Nick," and he proved it suddenly by kicking out the dashboard of the countrywoman's buggy.

Mrs. C. J. Glidden, of Boston, in summing up the automobile trip, said it would create a unique interest in the sport of motoring. Through Massachusetts and New York State the scenery was very interesting, but they couldn't see much because of bumping up and down. The trip would have been charming had the roads in these States been good. "The sections of New York State traversed mile in and mile out were worse than the Western roads," said Mrs. Glidden. Albany ladies say they have good roads, but they seem to be mostly up around Lake George and through the tourists' sections. Another observation was that most American cities have bad approaches. Mr. and Mrs. Glidden, who are making an auto tour around the world, have traveled 17,677 miles, and they say that on this last run they found the worst roads of all.

Touring in their 24-horsepower Napier car, they travel two or three days and then

countries one visits. Mrs. Glidden said this overland run was a little strenuous because so long continued with only a break on Sunday. They drove principally in the morning hours to avoid the heat and dust.

Mrs. W. C. Temple, of Pittsburg, found the trip very enjoyable, except on the first day and the last. She rode in a 24-horsepower Pierce Great Arrow car. "We came through with as little trouble as any, I imagine, for we had only four punctures on the way. I am a little disappointed in the automobile show here, but the Tyrolean Alps are fine."

Mrs. A. M. Husted, of Uniontown, Pa., came with her two sons. On the Old National Pike she went up such a hill that she thinks the White steamer could climb a telegraph pole, after that grade. She enjoyed the trip, and is going back by automobile.

In the St. Paul and Minneapolis contingent were Mrs. L. A. Woods, Mrs. Swan J. Turnblad and Miss Turnblad, Mrs. Sherer, and Mrs. B. A. Ledy. There were no confetti trails for them; their husbands, who drove the cars, had to be their own pathfinders as far as Chicago. In one sand road all the ladies got out and helped push the machines up the grade one by one. They enjoyed the trip all the more because most of their troubles came the first two days and were then over. At first they tried to keep the four cars together, but it was found impracticable, and they soon paired off, part of the time each one going alone.

Mrs. C. M. Hamilton and Mrs. T. C. Collings, who came from Cleveland in a Peerless car, say that they intend to come in next year's run. Miss Ada and Miss Vinca Turner came with their father in a National car from Pekin, Ill. They report the roads as "bad enough, but we had

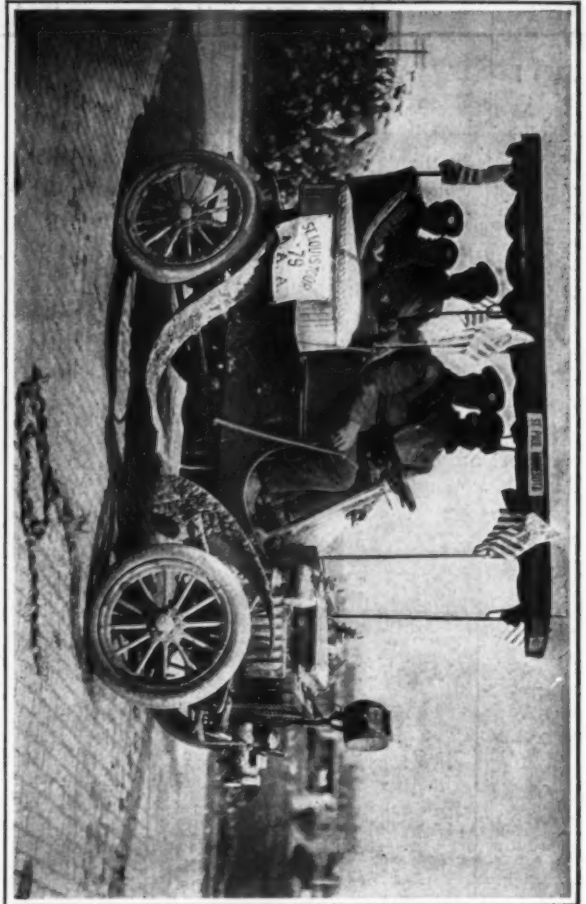


DIRECTING FRANKLIN CAR THROUGH EAST ST. LOUIS TO BRIDGE.

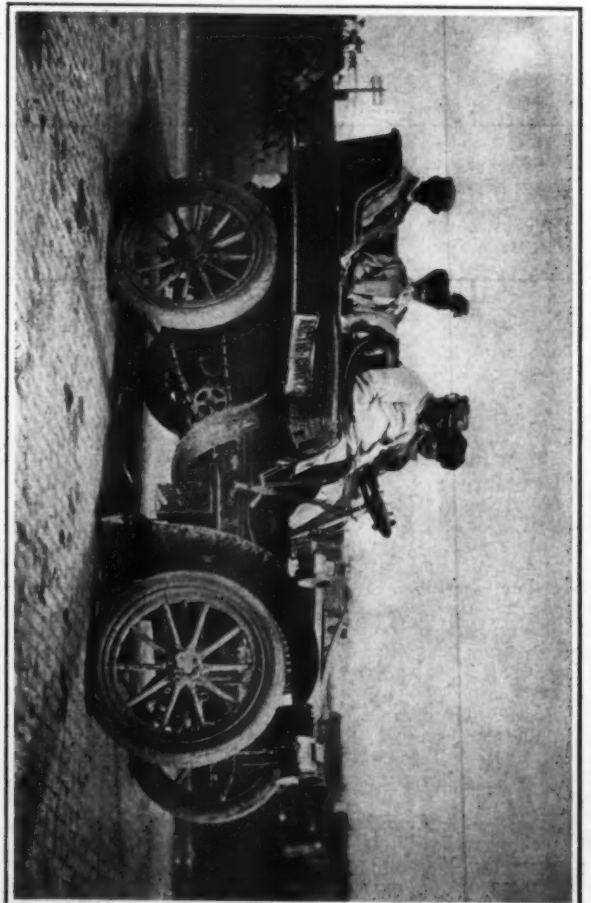
rest for a day. They are taking their trip, not to roll up mileage, but because they enjoy meeting people, studying their habits and customs, and they consider this an excellent way to get some knowledge of the

no trouble." Mrs. H. C. Frengs and Miss Olga Commentz also came through from Pekin in a 20-horsepower National.

All the women enjoyed the trip and hope there will be another each year.



B. A. Ledy and Family, from St. Paul, near City Hall, East St. Louis.



Mr. and Mrs. Charles D. Glidden, of Boston, in Their "Arctic Circle" Car.



Augustus Post, Chairman A. A. A. Tour Committee, and Windsor T. White.
PROMINENT MOTORISTS FROM WIDELY SEPARATED SECTIONS, PHOTOGRAPHED AT AND NEAR CITY HALL, EAST ST. LOUIS, WHERE THEY MET TO ENTER EXPOSITION CITY.



W. C. Temple, President Pittsburgh A. C. and Chairman Pittsburgh Division.
PROMINENT MOTORISTS FROM WIDELY SEPARATED SECTIONS, PHOTOGRAPHED AT AND NEAR CITY HALL, EAST ST. LOUIS, WHERE THEY MET TO ENTER EXPOSITION CITY.

ARRIVALS AND CERTIFICATE WINNERS.

ST. LOUIS, Aug. 13.—According to the official lists, as corrected to-night, out of seventy-seven cars known to have started from various points, north, south, east and west in the tour, sixty-nine have reached this city. Under the rules only those that followed the official routes and registered at the designated stopping places are entitled to certificates, which to the number of forty-nine have been issued at this writing. An exception was made in the case of J. R. Blakeslee, Jr., who had started from Cleveland in a Winton, and who got in with the early arrivals at East St. Louis. When about to cross the Ead's Bridge into St. Louis proper, however, he had the ill luck to break the crank-shaft of the motor, and so had to be towed across the bridge. Practically he had completed the tour, and the decision to give him a certificate was very generally approved.

There are other special cases under consideration, in which, for one reason or another beyond their control, tourists were unable to qualify under the rules, though they actually got to St. Louis in good time. These cases will be considered and a decision reached later.

The official record of arrivals lacks just eight of the total of actual starters, and one-half of these eight entrants did not meet with any mishap, but completed only portions of the journey; the remaining four were put out of the running by accidents. Of the former George Otis Draper, No. 46, entered only for the run from Worcester to Albany. Elliott and Lee, No. 5, started from Boston and stopped in the rain at Pittsfield, and G. T. Thompson covered the route from Rochester to Cleveland, as he had planned. William Monypeny, Jr., chairman of the Columbus Division, joined the tour at Columbus with the intention of coming through to St. Louis,

but at Indianapolis he received word of the serious illness of a member of his family and hastily returned home.

Of the four stoppages due to accident, the most serious was that of R. P. Scott, No. 14, whose car rammed an express train at Perrysburg, Ohio, and was damaged beyond repair, though, most fortunately, none of the occupants was seriously hurt. Broken crank-shafts accounted for the permanent disablement of Harlan W. Whipple's car (No. 1) about thirty miles from St. Louis, on the run in, and of E. H. Wallace's car (No. 40) near Toledo, Ohio. The remaining mishap was the destruction by fire of the Olds, entered by F. A. Benson (No. 116) at Pontiac, Ill., due to the carelessness of a local mechanic.

The original entry list contained the names of 110 entrants. Of this total a considerable number did not start at all; in fact, the records now show that thirty-three cars either did not start or else started and up to this time (Saturday night) did not get through. Some cars that are included in the following list of arrivals got in at various times after the official finish of the tour on Wednesday, and it is not unlikely that the absentee list will be still further reduced within the next day or two.

Following is the official list of starters, corrected to date. The names of those to whom certificates have been awarded are printed in *italics*. The names of those credited with arrival at St. Louis are printed in SMALL CAPITALS, and those who do not come under either classification are printed in ordinary lower case type. Those in which the number of the car is preceded by an asterisk (*) are included in the special cases already referred to, which the committee has under consideration. The list gives the name of the entrant, the official number of the car, the points between which the entrant traveled and the kind of car driven:

No. 116—Mr. F. A. Benson, Chicago, Ill., Chicago to St. Louis, by Main Line. Oldsmobile destroyed by fire at Pontiac, Ill.

No. 60—Black Diamond Automobile Co., Utica, N. Y. New York to St. Louis, by Main Line. Two passengers. Buckmobile, 16-horsepower.

No. 104—J. R. Blakeslee, Jr., Cleveland, Ohio. Cleveland to St. Louis, by Main Line. Two passengers. Winton.

*No. 19—JAMES L. BRESE, New York. Buffalo to St. Louis, Main Line Route. Mercedes, 40-horsepower. Member A. C. A.

No. 123—G. C. BROWN, Birmingham, Ala. No. 96—C. C. Cockerill, Pittsburg, Kas. Pittsburg to St. Louis, via Kansas City. Two passengers. Stevens-Duryea 7-horsepower.

No. 105—Mr. T. C. Collings, Cleveland, Ohio. Cleveland to St. Louis, by Main Line. Four passengers. Peerless car.

No. 115—GEORGE A. CRANE, 1251 Michigan avenue, Chicago, Ill. Chicago to St. Louis by Main Line. Four passengers. 20-horsepower touring car. Member C. A. C.

No. 114—F. Cecil Davis, 86 East Lake street, Chicago, Ill. Chicago to St. Louis, by Main Line. Four passengers, including chauffeur. Special car, 16-horsepower. Member C. A. C.

No. 20—F. C. Donald, Tribune Building, Chicago, Ill. Chicago to St. Louis, Main Line. Four passengers, including chauffeur. Pope-Toledo, 24-horsepower. Member C. A. C.

No. 46—George Otis Draper, Hopedale, Mass. Worcester to Albany. By New England route. Two passengers. Chauffeur. Packard, 22-horsepower. Member Massachusetts A. C.

No. 65—H. P. Dyer, Cleveland, Ohio. Cleveland to St. Louis, by Main Line. Three passengers. Winton, 24-horsepower.

No. 13—E. Tom Fetch, Detroit, Mich. Erie, Pa., to St. Louis, by Main Line. Two passengers. Packard, 24-horsepower.

No. 47—H. H. Franklin Manufacturing Company, Syracuse, N. Y. New York to St. Louis, by Main Line. Franklin, 10-horsepower.

No. 54—F. C. Gates, Cleveland, Ohio. Cleveland to St. Louis, Main Line. Two passengers. Winton, 20-horsepower. Member of Cleveland A. C.

No. 35—DR. W. H. GIFFORD, 773 Prospect street, Cleveland, Ohio. From Cleveland to St. Louis by Main Line. Two Passengers. Drives White Touring Car. Member Cleveland A. C.

No. 3—C. H. Gillette, 31 West Forty-second street, New York City. Secretary American Automobile Association. New York to St. Louis by Main Line. Two passengers. Pope-Hartford Car, 10-horsepower.

No. 15—Charles J. Glidden, 10 Post Office square, Boston, Mass. Boston to St. Louis by New England and Main Line Routes. Four passengers, including chauffeur. Napier, 24-horsepower. Member A. C. A.

No. 121—ROBERT G. HAUSLEIN, 284 Ohio street, Chicago, Ill. Chicago to St. Louis, by Main Line. Three passengers and chauffeur. Rambler, 16-horsepower.

No. 24—Haynes-Apperson Company, Kokomo, Ind. New York to St. Louis, Main Line. Two passengers. Haynes-Apperson, 12-horsepower.

No. 112—E. R. HIBBARD, 216 Maple avenue, Oak Park, Ill. Chicago to St. Louis, by Main Line. Two passengers. Searchmont, 12-horsepower. Member C. A. C.

No. 64—Harold Hoag, Lockport, N. Y. Buffalo to St. Louis, by Main Line. Two passengers. Covert, 6-horsepower.

No. 38—W. C. Hurlburt, Detroit, Mich. New York to St. Louis. Main Line. Three passengers. Chauffeur. Cadillac, 8 1-2-horsepower.

No. 66—A. M. Husted, Uniontown, Pa. Uniontown to St. Louis, by National Highway. Three passengers. White steamer.

No. 118—W. H. STEPANEK, Chicago, Ill. Chicago to St. Louis, by Main Line. Four passengers. Rambler, 8-horsepower.

No. 32—Webb Jay, Cleveland, Ohio. New York to St. Louis. By Main Line. Chauffeur. White Touring Car. Member of Cleveland A. C.

No. 9—R. H. Johnston, New York City. Cleveland to St. Louis by Main Line. Two passengers. Peerless, 24-horsepower.

No. 119—CHARLES B. JUDD, Grand Rapids, Mich. Grand Rapids to St. Louis, by Main Line. Four passengers. Austin, 16-horsepower. Member Grand Rapids A. C.

*No. 42—F. A. LA ROCHE, 147 West 38th street, New York City. New York to St. Louis by Main Line. Two passengers. Chauffeur. Darracq, 15-20-horsepower. Member of A. C. A.

No. 89—OSCAR LEAR AUTOMOBILE CO., Columbus, O. Columbus to St. Louis, by National Highway. Two passengers and chauffeur. Buckeye, 20-horsepower.

No. 79—B. A. Ledy, 712 Osceola avenue, St. Paul, Minn. St. Paul to St. Louis, by Main Line. Four passengers. Rambler, 16-horsepower.

No. 5—Elliot C. Lee, 40 State street, Boston, Mass. Boston to Pittsfield, by New England and Main Line Routes. Chauffeur. Drives a White Touring Car. President of the Massachusetts A. C.

No. 21—H. Frederick Lesh, 597 Atlantic avenue, Boston, Mass. Boston to St. Louis, Main Line. Five passengers, including chauffeur. Pope-Toledo, 24-horsepower. Member of Newton A. C.

*No. 31—RAY D. LILLIBRIDGE, 170 Broadway, New York City. New York to St. Louis, by Main Line. White steamer.

No. 30—George H. Lowe, 509 Tremont street, Boston, Mass. Boston to St. Louis, by New England Main Line. Three passengers, including chauffeur. White Touring car. Member of Massachusetts A. C.

No. 39—F. N. Manross, Forestville, Conn.

Bristol, Conn., to St. Louis, by New England and Main Line Routes. Four passengers. Columbia, 24-horsepower. Member of Hartford A. C.

No. 75—*Marion Motor Car Co.*, Indianapolis, Ind. Indianapolis to St. Louis, by Main Line. Two passengers and chauffeur. Marion Car, 16-horsepower, driven by D. J. Hayden.

No. 34—*Percy F. Megargel*, Rochester, N. Y. New York to St. Louis, by Main Line. Two passengers. Elmore, 12-15-horsepower.

No. 117—*Mr. L. E. MEYERS*, Chicago, Ill. Chicago to St. Louis, by Main Line.

No. 16—*William Monypeny, Jr.*, Columbus, O. Chairman of the Columbus Division. Columbus to Indianapolis, National Highway. Four passengers, including chauffeur. Stearns, 24-horsepower. Member of Columbus A. C.

Mich. New York to St. Louis. By Main Line. Two passengers. Oldsmobile.

No. 120—*D. C. OLIN*, Kalamazoo, Mich. Kalamazoo to St. Louis, by Main Line. Two passengers. Cannon, 18-horsepower.

No. 122—*J. H. PATTERSON*, Marengo, Ill. Marengo to St. Louis, by Main Line. Three passengers. Rambler, 16-horsepower.

No. 51—*Percy P. Pierce*, 18 Hanover street, Buffalo, N. Y. Boston to St. Louis. By New England and Main Line Routes. Chauffeur. Pierce Arrow, 24-horsepower. Member of Buffalo A. C.

No. 72—*Frank H. Pietsch*, Eighteenth street and Canalport avenue, Chica, Ill. Chicago to St. Louis, by Main Line. Three passengers, including chauffeur. Autocar, 12-horsepower. Member Chicago A. C.

*No. 59—*A. L. POPE*, Vice-President, Pope Manufacturing Co., Park Row Build-

way. Two passengers and chauffeur. Special, 10-horsepower.

No. 61—*Royal Motor Car Co.*, Cleveland, O. New York to St. Louis, Main Line. Four passengers. Royal Tourist, 16-horsepower.

No. 48—*W. B. Saunders*, 925 Walnut street, Philadelphia, Pa. Philadelphia to St. Louis. Philadelphia-Pittsburg and National Highway Routes. Two passengers. Chauffeur. Winton, 20-horsepower.

No. 14—*R. P. Scott*, Baltimore, Md. Chairman of Baltimore Division. New York to Perrysburg, Ohio, where car collided with express train and was badly damaged. Main Line Route. Six passengers, including chauffeur. Special Peerless, 70-horsepower.

No. 73—*WALDEN W. SHAW*, 174 East Fifty-first street, Chicago, Ill. Chicago to St. Louis, by Main Line. Two passengers



TOURISTS FINISHING THEIR LONG JOURNEYS AT PUBLIC SQUARE, EAST ST. LOUIS, WATCHED BY INTERESTED SPECTATORS.

No. 97—*E. P. Moriarty*, Kansas City, Mo. Kansas City to St. Louis. Two passengers. Stevens-Duryea, 7-horsepower. Member of A. C., Kansas City.

No. 11—*Frank X. Mudd*, Fisher Building, Chicago, Ill. Chairman Chicago Division. Chicago to St. Louis, Main Line. Five passengers. Chauffeur. Austin touring car.

No. 43—*G. Douglas Neare*, Union Trust Building, Cincinnati, O. Cincinnati to St. Louis, by National Highway. Two passengers. St. Louis, 10-horsepower. Member of Cincinnati A. C.

No. 25—*Hart D. Newman*, 212 Carondelet street, New Orleans, La. Baltimore to St. Louis, by National Highway. One passenger. White Touring Car. Member of New Orleans A. C.

No. 53—*Olds Motor Works*, Detroit,

ing, New York City. New York to St. Louis, by Main Line. Two passengers and chauffeur. Pope-Toledo, 24-horsepower.

No. 55—*Harold L. Pope*, Pope Manufacturing Co., Hartford, Conn. Springfield, Mass., to St. Louis, by New England and Main Line Routes. Two passengers. Pope-Hartford, 10-horsepower.

No. 10—*Augustus Post*, 31 West Forty-second street, New York City. Chairman of Touring Committee A. A. A. New York to St. Louis, Main Line. Chauffeur. White Steamer. Long Island A. C.

No. 90—*Rodgers & Co.*, Columbus, O. Columbus to St. Louis, by National Highway. Four passengers and chauffeur. Special, 10-horsepower.

No. 91—*Rodgers & Co.*, Columbus, O. Columbus to St. Louis, by National High-

and chauffeur. Pope-Toledo, 24-horsepower. Member Chicago A. C.

No. 74—*GEORGE J. SHERER*, Minneapolis, Minn. Minneapolis to St. Louis, by Main Line. Two passengers. Knox Touring Car. Member Minneapolis A. C.

No. 101—*W. R. SMITH*, Chicago, Ill. Chicago to St. Louis, by Main Line. Three passengers. Pope-Toledo, 24-horsepower. Member Chicago A. C.

No. 57—*Guy Stone*, Cora Building, New Orleans, La. Cincinnati to St. Louis, by National Highway. Two passengers. Rambler, 16-horsepower. Member New Orleans A. C.

No. 26—*Sam Stone, Jr.*, 818 Common street, New Orleans, La. Baltimore to St. Louis, by National Highway. One passenger. White Touring Car. Member New Orleans A. C.

*No. 58—SWINEHART Co., Akron, O. New York to St. Louis, by Main Line. Three passengers. Yale, 16-horsepower.

No. 108—B. G. SYKES, 1354 Michigan avenue, Chicago, Ill. Chicago to St. Louis, by Main Line. Four passengers. Locomobile, 16-22-horsepower. Member Chicago A. C.

No. 12—W. C. Temple, Farmers' Bank Building, Pittsburg, Pa. Chairman Pittsburg Division. Pittsburg to St. Louis. Four passengers, including chauffeur. Pierce Great Arrow, 24-horsepower. President A. C. of Pittsburg.

No. 87—George T. Thompson, Onondagua, N. Y. Rochester to Cleveland, by Main Line. Five passengers. Winton, 20-horsepower. Member Rochester A. C.

No. 70—Swan J. Turnblad, Minneapolis, Minn. Minneapolis to St. Louis, by Main Line. Three passengers. Knox Touring Car. Member of Minneapolis A. C.

No. 18—George S. Waite, 23 Rockwell street, Cleveland, Ohio, Chairman of Cleveland Division. Cleveland to St. Louis, Main Line. White Steam Car. Member Cleveland A. C.

No. 40—E. H. Wallace, Freeport, Pa. Pittsburg to St. Louis. Two passengers. Rambler, 7-horsepower. Broke crank shaft at Toledo and retired.

No. 50—James M. Waters, 80 West Fortieth street, N. Y. New York to St. Louis, by Main Line. Chauffeur. Panhard, 24-horsepower.

No. 102—ORLANDO F. WEBER, 390 Wabash avenue, Chicago, Ill. Chicago to St. Louis, by Main Line. Four passengers and chauffeur. Pope Toledo, 24-horsepower. Member Milwaukee A. C.

No. 103—Dr. H. C. Wendel, 519 West Micken avenue, Cincinnati, O. Cincinnati to St. Louis, by National Highway. Two passengers. Pope Toledo, 24-horsepower. Member Cincinnati A. C.

No. 1—Harlan W. Whipple, Andover, Mass., President of A. A. A. From Boston to St. Louis, by New England and Main Line Routes. Chauffeur. Mercedes Car, 20-27-horsepower. Member of A. C. A. Broke crank shaft about 30 miles from St. Louis.

No. 4—Windsor T. White, Rose Building, Cleveland, O. New York to St. Louis, by Main Line. Chauffeur. White Steam Car, driven by Carl H. Page, President of the National Association of Automobile Manufacturers.

No. 86—W. J. Wilkins, 300 Eastwood avenue, Chicago, Ill. Chicago to St. Louis, by Main Line. Two passengers. Oldsmobile.

No. 78—L. A. Wood, 757 Dayton avenue, St. Paul, Minn. St. Paul to St. Louis, by Main Line. Three passengers and chauffeur. Winton 20-horsepower touring car.

Greetings to Mayor Wells.

Many of the tourists carried letters from the mayors of their home cities addressed to Mayor Rolla Wells, of St. Louis. August 11 was originally set down on the calendar of events as St. Louis Day at the Fair, and it had been planned to present these letters all in a body on that day. Not knowing that any change had been made in the date for St. Louis Day, the letter bearers arrived in a body at the City Hall on Thursday noon. As an escort nearly everyone in the touring party attended, and there was a notable gathering as some twenty-one letters, borne by as many different tourists, and backed up by fully twice that many more who came to see that the thing was

done up right, arrived at Mayor Wells' office.

Letters were brought as follows: Gov. Odell, New York, J. L. Breese; Mayor of Boston, C. J. Glidden; Mayor of New York, C. H. Gillette; Mayor of Worcester, C. H. Page; Mayor of Springfield, H. F. Lesh; Mayor of Poughkeepsie, H. A. Warner; Mayor of Albany, N. Y., Augustus Post; Mayor of Utica, N. Y., A. J. Seaton; Mayor of Syracuse, H. C. Esselstyn; Mayor of Buffalo, D. B. Huss; Mayor of Cleveland, Geo. S. Waite; Mayor of Toledo, H. W. Whipple; Mayor of South Bend, F. N. Manross; Mayor of Chicago, F. X. Mudd; Mayor of Joliet, J. M. Waters; Mayor of Pontiac, Ill., A. D. McLachlin; Mayor of Baltimore, S. Stone, Jr.; Mayor of Philadelphia, W. B. Sanders; Mayor of Detroit,

Association is en route to St. Louis from the east, with a view of assisting in the celebration of Automobile Day, August 11th, 1904. The association, with automobiles carrying its members, expects to be in St. Louis on August 11th.

With sincere congratulations on the occasion of the festivities on August 11, and bespeaking the courtesies of yourself and the City of St. Louis for the eastern tourists, and recalling with sincerest pleasure my own recollections of your magnificent Exposition, I am,

Very truly yours,
CARTER H. HARRISON, Mayor.

CITY OF BOSTON.
Mayor's Office.

July 18, 1904.

Hon. Rolla Wells,
Mayor of St. Louis, Mo.

My Dear Sir:—

This will be presented by my friend Mr. Charles J. Glidden, an enthusiastic auto-



PLUCKY LITTLE WOMAN WHO DROVE FROM ARIZONA WITH HER FOUR BOYS. 1

W. B. Hurlburt; Mayor of Pittsburg, W. C. Temple.

The letters all contained the best wishes of the Mayors who signed them to Mayor Wells and congratulated him on the splendor of the World's Fair. Following are three of the letters:

CITY OF NEW YORK.

Office of Mayor.

July 25, 1904.

Hon. Rolla Wells,
St. Louis, Mo.

Sir:—

The American Automobile Association, by its representatives touring from New York to St. Louis, conveys this message of congratulation from the City of New York to the City of St. Louis on the achievement of the Louisiana Purchase Exposition, with a special hope for the signal success of Automobile Day, August 11th.

Respectfully,

GEO. B. McCLELLAN, Mayor.

CITY OF CHICAGO.

August 6th, 1904.

Hon. Rolla Wells,
Mayor,
St. Louis, Mo.

Dear Sir:—

I understand the American Automobile

moblist, who is chairman of the New England Division of Tourists, and who is on his way around the world in an automobile. (As he says, he don't know whether he can make it swim, so he will have to take a ship part of the way.)

I take pleasure in sending my greetings to St. Louis by this new and pleasant means of transportation.

We had a strenuous time during convention week at St. Louis and I was denied the happiness of making a call upon you. The convention passed off happily; the Fair is gorgeous, and the visit was in every way memorable.

I am,

Yours faithfully,
PATRICK COLLINS, Mayor.

Mayor Rolla Wells acknowledged the letters in a cordial speech of welcome, and assured the visitors of the courtesies of the city during their stay in St. Louis. After a handshake all around the tourists returned to their cars and scattered to the Fair and other points of attraction.

There are forty-five automobile owners in Salt Lake City, and the prospects point to a largely increased list before the beginning of the new year.

Fun at Thursday Evening's Smoker.

Special Correspondence.

ST. LOUIS, Aug. 12.—Tickets were issued to the tourists upon their arrival at the Jefferson Hotel inviting them to attend a smoker at the Hotel Washington Thursday evening. Just who was giving the smoker, the tickets failed to say, but as a fact it was made possible by a subscription raised among local motorists and the trade representatives at the World's Fair.

No pretensions of a formal reception were made, although a few of the tourists who had shipped evening clothes on by rail appeared thus attired, as did the local reception committee, which awaited the tourists at the hotel. Each man was seized as he entered the door by two or three enthusiasts and escorted to the sideboard, where dainty sandwiches and other things that St. Louis is as famous for as even the good city of Milwaukee, were in waiting. As it was the first time the tourists had assembled at a smoker since the glorious Pope-Toledo spread at Toledo, the tourists were in a mood for sociability.

Speeches were made by several of the visitors, including Chairman Post, President Whipple, the "unfortunate" Mr. Scott, the very witty Mr. Temple, and others.

President Whipple said in part: "There was a time when any one who wanted to go to St. Louis went by mule-back, and it took many weary weeks of travel. Now we can make the trip in automobiles in a comparatively few days," and then as a general titter went around, Mr. Whipple added, "of course I didn't get here in that way," (the speaker's machine having gone wrong, necessitating his coming the last twenty-five miles by train). "I think the average driver of an automobile to-day is careful, and I have heard little or no complaints from abuse of the speed law in the towns through which I have passed on this run. In fact, it is generally just the contrary, for they shout at me as I come trailing along: 'Hurry up and you'll catch them! Go on!'"

At the conclusion of President Whipple's address and the usual toast to the president that followed, A. J. Seaton, of Utica, took the floor and, with an appropriate address presented Messrs. A. B. Tucker and M. L. Downs with two beautiful gold watches as mementos of the occasion, and as evidences of appreciation of their services by the tourists, each of whom contributed toward the purchase of the timepieces. The two young men had officiated throughout the tour as the representatives of the A. A. A., doing all checking up of vehicles and attending to the registration of the drivers as well as the securing in advance of hotel and garage accommodations, and these matters of incessant detail were most capably attended to.

Chairman Post, of the A. A. A. touring committee, was then called upon. He said in part: "We started out immediately upon concluding the New York-Pittsburg endurance run to boom the St. Louis tour. It

took a long time and a lot of planning before the project came to a head, and it was not really until the meeting of the A. A. A. held at New York during the automobile show, that we felt sure the tour would be a success. The first endurance run was from New York to Buffalo, about 400 miles, the Pittsburg run was about 800 miles, and the St. Louis run was in the neighborhood of 1,500 miles. Too much credit cannot be given my associate in this matter, Mr. C. H. Gillette, secretary of the A. A. A., who has worked most faithfully for the success of the tour. Formerly touring to St. Louis was done by prairie schooners, but the time is fast approaching when traffic will be by automobile. All we want is good roads, and it is the automobile that is benefiting the country by getting those in authority to build good roads. The locomotive demands good rails and the automobile good roads."

W. C. Temple, who, were he not a successful business man, could make a fortune as an "entertainer," took the floor at the urgent call of his friends, who are legion. Mr. Temple said: "Boys, I will not attempt to talk on good roads, good automobiles, or anything of that kind, but I will tell you some little incidents that have come to my attention on this and other automobile runs."

"I had had my machine only a couple of days, and was not very expert at steering and managing the other half dozen cranks and levers at the same time. Coming down one of the Pittsburg streets I saw a man in front of me, and before I could get things straightened out I had run him down. Just at this time I managed to shout 'Look out! Look out!' The man, as he slowly regained his feet, turned a wild look on me and said: 'What's the matter, are you coming back?'"

In a preliminary speech Mr. Skiff, one of the World's Fair Commissioners, had made the statement that the three greatest of recent discoveries were the automobile, radium and the wireless telegraph. This was too good an opportunity for Mr. Temple to miss, and he said: "Yes, radium, the automobile and wireless telegraphy can well be classed together. When the automobile breaks down, use radium to look into its insides, and then take the wireless telegraph and send for a horse to drag the blank thing home."

"Our good friend Scott, whose troubles on this run have been the means of making the newspaper men rich, had a little conversation with a farmer the other day that, while I promised him I wouldn't give him away, I think I must tell. He was having trouble, as usual, along the roadside, and was trying to remedy it when a farmer came along and asked: 'Are you taking an automobile tour?' Scott, who was in a peculiar frame of mind at the time, replied: 'Yes, and if I don't get things so they run a little better, I'll take an axe to her.'

"Gentlemen, I am not mentioning any names, but there is certainly one man on this trip who is a hoodoo. He was traveling in his own car for the first week, and something went wrong every day. One day he rode in Mr. Whipple's car, and Mr. Whipple had seven punctures that day; then he took a train, saying, 'I can't put the train on the bum,' and do you know, the engine blew out a cylinder head before it had gone ten miles, and it finally arrived seven hours late."

"Do you know, the farmer who scatters corn and beans in the road, must do so because he don't need the chickens. Why, the day that Mr. Mudd is accused of strewing corn and beans as *confetti*, I followed the clearest trail that I have found since leaving home, and it wasn't corn or beans, either, it was chicken feathers—white, russet, speckled and black—a better blazed trail it has never been my lot to encounter."

"A good many of you know 'Billy' Vanderbilt, one of the greatest automobilists of the day. Well, one day he was out for a ride in that hoodoo machine of his, the *White Ghost*, and just as he was passing a hedge a farmer popped out so suddenly that he was almost hit by the flying automobile. 'Billy' swerved hard over to the other side of the road, and out jumped a dog so suddenly that there was no escape this time, and Mr. Dog went down and out. Vanderbilt stopped and, backing up to the farmer, said he was sorry, and the farmer said he was, too. Then, taking out his big roll of greenbacks, he tore off a fifty and handed it to the farmer, saying: 'Will that do?' 'Yes, I suppose so,' replied the farmer, still looking at the dead dog. Vanderbilt threw in his gear, and just as the *White Ghost* moved off on her slow speed he heard the farmer say: 'Waal, you poor old dog; I wonder who owned you, anyhow.'"

Calls for "Scott!" "Scott!" brought that portly gentleman to his feet. He said: "Yes, 'tis true, I'm sorry to say, that every automobile I step into breaks down. My machine has been shipped home, a complete wreck; Mr. Whipple's lies out on a lonely country road miles from anywhere, and even the locomotive hauling me into St. Louis blew out a cylinder head. Now, I don't wish that I had never seen an automobile, but I do wish I had looked deeper before going into the game. But once an automobilist, always an automobilist. I have got the fever, and despite my many mishaps on this trip, I am really fond of touring and will probably come out again another year—but not in the *Great Scott*; a smaller car will suit me better, thank you."

The majority of the tourists attended the smoker, going in their automobiles, which were backed up to the Washington hotel curb in a long line, augmented by those owned by local parties in attendance at the smoker. It was 1 a. m. before the last of the tourists started back to the Jefferson, all voting that they had passed a most enjoyable evening.

Reception to the Women.

Special Correspondence.

ST. LOUIS, Aug. 11.—The reception this evening at the Washington Hotel given to the visiting women motorists was one of the cosiest and most informal affairs of the World's Fair season. While the men enjoyed a smoker in one wing of the large hotel, the women motorists were entertained in the Blue Room of the Washington, the same room that was used by Prince Pu Lun for his small receptions during his recent visit to St. Louis. Mrs. L. L. Fest, of Chicago, received, assisted by Mrs. R. W. Slusser, of New York, Miss Rose Rowley, of Chicago, Mrs. E. R. Estep, of Chicago, Mrs. A. B. Tucker, of New York, and the St. Louisans, Mrs. L. B. Walbridge, Mrs. Jesse French, and Mrs. S. J. Keiffer.

Among the women present who had participated in the run were Mrs. L. E. Myers, of Chicago, Mrs. Frank X. Mudd, of Chicago, and Mrs. Gillette, of New York. Not all the ladies were present, owing to a misunderstanding as to the date of the function.

This evening has been given over to funny incidents of the journey overland, and feminine views of motoring trips. Mrs. J. M. Husted, of Uniontown, Pa., and Mrs. Mudd said they had absolutely no troubles on the way, but some of the others, who, by the way, were obliged to come into St. Louis by train, threatened to put these jubilant visitors out of the Blue Room if they didn't stop praising their cars and their drivers.

"We're all telling our troubles," said the most beautiful woman present, "and here you come in and affirm you traveled as easily as in a rocking chair, and that not even a bolt needed to be tightened. We'll put you out for this!"

R. W. Slusser came in at intervals to tell the ladies what was going on in the Smoker: "Mayor Wells, of St. Louis, is making a speech over there now, and just imagine you hear his climax, and give him a good cheer." So when the ladies thought it was time Mayor Wells had finished his peroration, they clapped enthusiastically. "Tell us when Mr. W. C. Temple, of Pittsburg, speaks; we'll applaud him, too," said a bevy of the feminine motorists.

A. B. Tucker, who was presented by the A. A. A. with a handsome gold watch for his services in connection with the meet, brought his gift into the Blue Room, where all present admired it.

The occasion was informal. Some ladies came in full evening dress with pearls and diamond ornaments, while others appeared in tan shoes, short silk skirts, and automobile veils. Several, not knowing that the reception was this evening, had dressed for the Pike, but when they learned the reception was on, and that their presence was desired, chauffeurs were directed to turn the big cars back from Lindell Boulevard Entrance to the Pike, and drive to the Washington.

Observations of a World's Fair Tourist.

Recapitulation of the Instructive Features and Incidents of the New York - St. Louis Run.

Special Correspondence.

ST. LOUIS, Aug. 11.—With the hands of the big clock in the rotunda of the Hotel Jefferson pointing to 10.30 P. M., the lobby of the hotel itself filled with tired and dusty automobilists, more than two score bespattered and soiled automobiles of all makes and sizes standing by the curb, and the faces of Chairman Post, of the touring committee, and his able assistants, Messrs. Downs and Tucker, wearing looks of relief, the greatest tour of automobilists that has ever been held in this or any other country came to an end, officially, last night. Additional machines with their tired drivers continued to roll into the city all night, however, and other belated ones will probably come in singly at various hours for several days to come.

One great fact that the run of this year has demonstrated to the world is that the little runabout and the lightweight touring car, of from 800 to 1,500 pounds, are better adapted for such a trip than the powerful touring car weighing two or three times as much and costing from three to ten times the amount of money. The largest and heaviest machine on the run, Mr. Scott's combination of Peerless and Mercedes design, built in Baltimore, of about 80-horsepower, had a series of misfortunes throughout the first half of the tour, ending disastrously at Perrysburg, O., by collision with an express train. The tourists who occupied the tonneau completed the journey by Pullman, stopping each night with the touring party, and apparently enjoying the trip as much as the more fortunate clubmates whose machines were holding out.

Quite in contrast with the troubles experienced by the Scott party in their huge car, new from the factory, was the trip of our own little car, *Pathfinder*. This car, as the readers know, had just completed one round trip from New York to St. Louis via Chicago and return via Indianapolis and Pittsburg, arriving in New York at 1 A. M. Monday morning, and started out on the second St. Louis run at 9 A. M. the same day. We had troubles, as has almost everyone who attempts to drive 1,500 miles in fourteen days, but they were minor ones. We never had to put up at a repair shop along the road nor send to the factory for parts. The car weighed about 1,300 pounds and entered St. Louis among the first arrivals at 4.30 o'clock, carrying in addition to the writer and his brother approximately 200 pounds of luggage, and, from Springfield to St. Louis, another passenger.

What was true of the behavior of our car applied also to the Cadillac and Oldsmobile, the three machines selling in the order

named at \$850, \$900 and \$950. So smoothly did these low-priced machines run over the 1,500 odd miles from New York to St. Louis that many if not most of the tourists have changed their minds regarding what the little machines can do. Other small cars, not classed with the three mentioned because they sell at more than \$1,000, but whose performances placed them among the leaders, were the Haynes-Apperson, operated by C. H. Birchwood; Pope-Hartfords, driven by Harold Pope and C. H. Gillette; Buckmobile, driven by A. J. Seaton, and Franklin, driven by H. C. Esselstyn. There were other small cars in at the finish of the run, but they did not join until the tourists had covered the first 400 or 500 miles, which was about the hardest part on the entire trip.

A feature of the run of which too much can not be said was the presence of a number of women enthusiasts. Among these Mrs. C. H. Gillette deserves special mention. Securing a nurse to look after her three young children, she set out with her husband from New York City with the intention of riding as far as Syracuse in Mr. Gillette's comfortable Pope-Hartford, the tonneau of which had been left off for the trip. Upon arriving at the Yates in Syracuse, tears came into her eyes at the thought of leaving her husband and returning via rail. An extension of time was arranged with the nurse by telegram, and Mrs. Gillette was to continue west as far as Buffalo. The trials of that ride through the mud between Rochester and Syracuse and the scorch on to Buffalo made no unfavorable impression upon this enthusiastic woman, and after more telegrams to Hartford it was agreed that Mrs. Gillette should go on through to St. Louis, providing, of course, she did not tire of the journey before the World's Fair city was reached. Mrs. Gillette did not tire, and the smile on her countenance as No. 3 passed on parade, containing the Gillettes, showed only too plainly how much this true motorist had enjoyed the tour of 1,500 miles by her husband's side.

Another woman tourist who readily accepted every hardship as it came and really enjoyed every minute of the ride was Mrs. F. C. Gates, of Cleveland, who accompanied her husband from that city in his Winton touring car. Mr. and Mrs. J. R. Blakeslee, of Cleveland, accompanied Mr. and Mrs. Gates, the four touring on their own schedule and making a pleasant party that kept out of the main crowd's dust and incidentally away from the racers.

Of course, all generally credit Mr. Scott with having the hardest luck while on the

tour, his big special being wrecked, but two other individuals deserve special mention for their perseverance in the face of hard luck. These two are President Harlan W. Whipple, an old tourist, and B. Clifford Swinehart, a new recruit to the ranks of tourists. Mr. Whipple had trouble with his Mercedes from start to finish, not that there was anything radically wrong with the machine, but it seemed to fall to Mr. Whipple's lot to have more than his share of petty troubles. To commence with, he had a different make of tire on every wheel, and first one and then another would go wrong. Then his magneto did not seem to function properly, and he had to be towed into town on more than one occasion. Once when being towed in, by the Pierce Great Arrow—Mr. Whipple's chauffeur at the wheel—such clouds of dust were raised by the Buffalo car that the steersman of the Mercedes could not even see the car that was towing him, and when that car eventually turned out for a wagon on the road the big German car crashed into the wagon, carrying away one hamper and a dust guard. This seemed to be only luck, and Mr. Whipple was trusting that "luck" would change until the last day, when the crankshaft itself broke, with the cars miles from St. Louis. The Mercedes was then down and out. Yet James L. Breese, in his big Mercedes, a car larger and more powerful than the Whipple car, came through with the leaders without experiencing a break.

Mr. Swinehart certainly had his full share of ill luck, and yet he was most persistent in his efforts to get through. He started from New York, accompanied by a photographer who knew nothing about automobiles. Things went wrong from the start, the gears refusing to work properly. An investigation on the second day out revealed the fact that some fool mechanic, either at the factory or at the garage where the machine was put in trim for the trip, had



AFTER A "SHOWER" IN SOUTHERN ILLINOIS, WHERE WHEELS WERE WRAPPED WITH CHAINS.

left a file in the gear case. The tool had run through the gears and stripped them all, putting the Yale completely out of business. There was only one thing to do, and Swinehart did it. He loaded the automobile on a car and shipped it by express to the Toledo factory. When the "bunch" struck Toledo, there was Swinehart in his Yale ready to rejoin. On Wednesday, the last day of the run, Swinehart started early—we started late. As we were bowling along the country road about ten miles from Springfield we saw a man wearing the cap pin of the American Automobile Association flying toward us in a buggy, the gray mare attached to the vehicle hardly touching the ground in her haste. A glance showed us it was Swinehart holding the ribbons, and as he went sailing past, he held aloft a broken steering knuckle. A couple of miles further we came across the Yale, with one wheel off and a pile

of bricks under the axle. No, we couldn't help, so we continued on, hoping that our unfortunate friend would connect with a skilled blacksmith or machinist who could straighten matters out in time for him to be in at the finish. He was making the trip to "demonstrate" the Swinehart solid tire.

With the exception of a little shower on the first or second day out of New York, we encountered no rain on the entire trip, and the dust from Buffalo through Chicago to Springfield was pretty bad. It rained in southern Illinois during the night we passed at Springfield, but none knew it. Wednesday morning, the commencement of the end, everyone started fairly early. We started at 8 o'clock, and I think everyone had gone at that time. Mr. Hurlburt, with his Cadillac, left before 4 o'clock, and others who were anxious to be among the first to enter St. Louis, or rather East St. Louis, as we all had instructions to stop at the East St. Louis society hall until the crowd came up, or at least until 4 P. M. For about fifty miles we found little indication of rain, and, in fact, the dreaded city of Litchfield, the bottomless mud streets of which have been photographically displayed in these columns before, was passed without striking any mud to amount to much. Then the rain came. "Only a shower," said the inhabitants, when asked if it had rained hard, and yet fifty to seventy-five vehicles in the tour skidded and side-slipped until axles that had stood the 1,450 miles from New York to Litchfield commenced to spring and bend, chains tightened and squeaked, steering wheels refused to work properly, and trouble such as only an army anxious to be in at the victory could experience came to us all.

For one reason I was rather glad that it did rain a little—just enough to show the stay-at-homes—some of whom were making the run down from Chicago, after



F. A. BENSON AND PARTY, OF CHICAGO, IN OLDS TONNEAU THAT WAS BURNED IN PONTIAC.

having studied the weather forecasts for some weeks in advance—what Illinois mud is like. On our former trip we had carried a camera, and incidentally when we encountered an unusually bad stretch of roadway or a correspondingly good one we made some snap shots. A number of these photographs naturally found their way in print, some good roads and some bad, a newspaper or fairly conducted magazine always giving both sides of the case. One or two individuals took it upon themselves to criticise the writer's good faith in making these pictures for publication.

A fine showing on this run was made by the White cars. So well did these machines keep to a certain schedule drawn up by Webb Jay at the end of each night's run, and so close did they resemble one another in their coats of new white enamel, that the term "White Squadron," as used by me in one of my nightly telegraphic dispatches, was generally adopted on the run, and as the "White Squadron" will the White Sewing Machine Company's fleet steamers be known for some time to come. Augustus Post, chairman of the touring committee of the A. A. A., and to whose individual work the success of the present tour is largely attributed, travels in a White steamer. Mr. Post's car is finished in red.

From Cleveland to St. Louis R. H. Johnston drove a Peerless limousine—"house on wheels," as the natives from one end of the line to the other styled the handsome vehicle. Mr. Johnston was accompanied by E. S. Morton, who ran the car about half the time. While the "house on wheels" was most luxuriously fitted inside, it is doubtful if the "house" itself was ever invaded while en route, both Johnston and Morton preferring to ride on the seat outside. It was the first limousine that the natives had ever beheld, and it surprised more than one tourist that the big machine, with its large plate glass windows, could be so successfully brought through over the bad roads traversed without cracking a single pane of glass. The roads were rough, but the Peerless stood the strain.

Tom Fetch, driving a Panhard, of course, proved the same jolly fellow that steered *Old Pacific* across the continent. Tom's chief delight was to load his car with four representatives of tires who usually accompanied the run via train, and so cover them with dust that people not initiated would think that they, too, had come long distances as tourists.

While referring to the different drivers on this run there is one I wish particularly to mention, and that is A. T. Keely, of Ryersford, near Philadelphia, Pa. Mr. Keely started in a seven-horsepower Rambler, having only undertaken the trip after a most careful perusal of the articles appearing in *THE AUTOMOBILE* during the first trip of the little *Pathfinder*. He followed out every suggestion, even to purchasing blocks and tackle in preparation for Illinois mud, and, accompanied by his two sons, set out in the little machine. Anyone who has attempted a hundred miles a day for about two weeks' steady running, with three in a seat, and in a runabout at that, knows what Mr. Keely's work was. He stuck to it, however, and made every control on time until he reached South Bend. Here, just as he was about to start out with the early risers, his load and limited power compelling him to make an early start each day, his crank shaft broke. Frantically he hurried to Chicago to secure another, but as he had not rejoined the run before our arrival at St. Louis it is doubtful whether he succeeded until too late to make the control that night.

There is only one thing of importance in making an automobile tour of such length as this one, and that is the constant changing of drinking water. 'Tis true, there were some whom I do not think tasted water on the entire trip, and to encourage intemperance the air-cooled Franklin car, driven by H. C. Esselstyn, of New York, bore a big banner on the tonneau door, reading: "We take no water." This changing of drinking water has been known to put an entire army out of commission in a short time, and the same is true of an automobiling party.

The run has demonstrated two things that are weak about American-made cars, and these are the front axles and springs. There was hardly a car made in this country that did not need to have its front axle straightened at least once, while there were many that had to go through this operation repeatedly and eventually landed in St. Louis with the two front wheels almost rubbing the body. Springs were broken by almost every car on the run, big or small. We started out with ours strapped down very tight. Before the run almost every car had its springs strapped down, but even then numbers broke. No use mentioning any names, and it may not have been the fault of the car maker, as

I doubt if many of them make their own springs, but another year they will undoubtedly see to it that changes are made in touring-car springs.

Another great trouble seemed to be the running out of gasoline along the road. Despite all that had been said about carrying an extra or auxiliary tank, few, if any, did so, and consequently when the supply of gasoline gave out along the road there was trouble. I heard of filling tanks by using an oil gun and taking a gun full at a time from some friend's machine, and I also heard of some two and even three-mile walks to the nearest gasoline store, all unnecessary if the tourist would have forethought enough to carry even one extra gallon in a can somewhere in his machine.

A car that attracted more or less attention from Buffalo to St. Louis, it having only joined at the former city, was the little Covert. This car, driven by Harold Hoag, of the Covert factory, bore a placard on the back of the seat, reading, "The Baby," and truly it was the baby of the run. It was too bad that the Covert entry was not made in New York or Boston, in which case a certificate for the full distance could have been earned for the little car, instead of one only reading "Buffalo to St. Louis."

The run officially ended at 4:30 o'clock on Wednesday afternoon in front of the Jefferson Hotel on Twelfth street, St. Louis. The entry of the tourists from East St. Louis, where they had been gathering all day, was one triumphant procession. The *St. Louis Globe-Democrat*, telling about it, says: "Thundering across Eads bridge in a column a mile long the auto brigade of the American Automobile Association's big tour made its entry into St. Louis at 4 o'clock."

Well, I guess that column was pretty nearly a mile long, and there was some thunder when those big machines opened their mufflers in an attempt to climb Eads bridge hill on high speeds. Mayor Cook, of East St. Louis, rode in the first car across the bridge, where his car dropped out and a car containing President A. B. Lambert and the local reception committee took its place. Washington street was lined with people, who cheered the machines as they passed with their begoggled occupants, plentifully decorated with the mud of the day's run.

PERCY F. MEGARGEL.



WORLD'S FAIR TOURISTS' CARS ON THE LAKE FRONT DRIVE, JACKSON PARK CHICAGO.—PASSENGERS LUNCHING IN GERMAN BUILDING.

Buffalo's Record-Breaking Two-Day Meet.

Special Attractions at Kenilworth Track Are the Green Dragon, Gray Wolf, Tornado and Bullet No. 3.

Special Correspondence.

BUFFALO, Aug. 16.—So successful was Buffalo's first automobile race meet, held on the Kenilworth Park track Friday and Monday, that it has already been decided to make the affair an annual event.

Practically the entire day Friday was devoted to the sport. There was a parade in the morning, which formed at the City Hall and wended its way through the principal business streets. A. H. Knoll, president of the Automobile Racing Association, which promoted the meet, led the procession, preceded by a squad of bicycle police. Mem-

had the track smooth and hard for the racers, and the grandstand was thronged with gaily dressed women and their escorts, while many motor cars were gathered behind the stand.

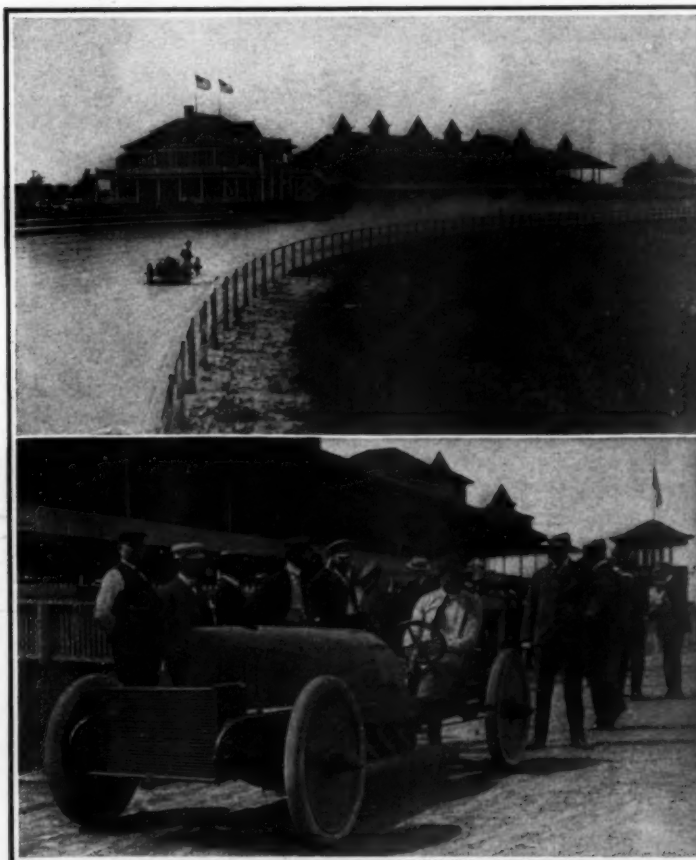
The first day's racing was replete with sensational finishes and enthusiasm. Interest centered on the five-mile race for the Diamond Rubber Company's challenge cup. It was won by Oldfield, but only after the hardest struggle with Harry Lyttle. Oldfield, in the Peerless *Green Dragon*, challenged Lyttle, in the eight-cylinder Pope-

force. Buffalo never saw auto racing before and the way the people took to it bodes well for the sport in the future.

In the ten-mile race for cars weighing from 881 to 1,432 pounds, W. F. Winchester, in a Franklin, won with a flat tire. The tire burst in the second mile, but he kept on to the finish. His performance created much excitement, and he was heartily cheered. Mrs. Eva M. Rogers rode a Thomas motorcycle two miles in 3:28 1-5 against a strong breeze.

The last event of the first day was an exhibition mile by Barney Oldfield, in which his time was :58 2-5. After the races the spectators surged onto the track to get a glimpse of the *Green Dragon* and its driver.

Saturday's program had to be postponed to Monday owing to rain. Two world's records were made in the afternoon, the first in the light car class by Charles



Passing Grandstand and Clubhouse in Fifteen-mile Free-For-All.
Oldfield in Remodeled Peerless Gordon Bennett Racer, "Green Dragon."



Herbert Lyttle in Pope-Toledo Eight-cylinder Racer, "Tornado."
Charles Schmidt, in Packard "Gray Wolf," After Breaking Records

bers of the Automobile Club of Buffalo and many other motorists turned out for the event, and there were very few machines in town that were not in line. President William H. Hotchkiss, of the club, was in the line of big cars. Behind the touring cars and runabouts rode Barney Oldfield in his *Green Dragon* and Charles Schmidt in the *Gray Wolf*.

The appearance of the racing cars on the street increased public interest in the races, and street cars going to the track were crowded long before the time for the opening of the first event. Superintendent Judd

Toledo *Tornado*, at the first turn in the third mile and by a tremendous burst of speed got the lead, which he held to the finish. The winner's daring ride was vociferously applauded by the 5,000 spectators. It was officially announced that the time of the race was 5:10, the last mile in 59 seconds. Four stop watches in the boxes in the grandstand caught the time at 4:49, which would have established a new record for five miles in competition on an oval track.

The day was perfect for racing, the crowd was a happy one, and society was out in

Schmidt in the Packard *Gray Wolf*, who drove around the mile oval twenty-five times in 28:32 1-5. Later Oldfield finished a twenty-five mile run in 26:42, a new mark for machines of the heavy class.

Despite the heavy rain last Saturday afternoon and night, which caused the postponement, Superintendent Judd had the track in the best possible condition and the racers were highly pleased.

In the fifteen-mile free-for-all H. H. Lyttle's Pope-Toledo did not put in an appearance, a part of the machinery having been broken Saturday. The only starters

were Oldfield and George Graham, the latter driving Winton *Bullet No. 3*. For the first few miles Oldfield led by only a few yards, but after the third mile he let out the *Green Dragon*, and at the end of the eighth mile *Bullet No. 3* was a lap behind and the distance was steadily increased. At the beginning of the race it had been announced that after the fifteen miles Oldfield would continue in the effort to make a new twenty-five-mile record for cars in the class from 1,432 to 2,204 pounds. The fifteen miles were made by Oldfield in 16:23 3-5, and for the twenty-five miles the time was 26:42, a new record.

The greatest rivalry of the meeting was in the Buffalo Handicap. Charles P. Soules, driving a Pope-Toledo; Erie Mock, driving a Pierce Great Arrow, and W. A. Lutz, in a Pope-Toledo, started from scratch, with C. H. Williams in a Stanley steamer, F. C. Carter, in a Rambler, C. F. Gilmore, in a Ford, and I. N. Stewart, in a Rambler, on the three-quarter-mile mark. Soules, who had removed the tonneau from his car, was soon in the lead of the scratch starters. The scratch men overtook and passed the long markers, and Soules won the race, he and Mock crossing the finish line about half a mile ahead of the others.

To close the day, Oldfield attempted to break the two-mile record of 1:50 1-5. He made the first mile in one minute flat, but on the second lap something went wrong with the carburetor and after circling the track twice in 2:04 4-5, he was obliged to give up the attempt.

Summaries of the two days' racing are as follows:

Friday.—Five-mile motorcycle race.—Frank Robertson, 1st; S. B. Eagan, 2nd; J. S. Willet, 3rd. Time, 7:17 2-5.

Ten miles for cars of any power from 881 to 1,432 pounds.—W. F. Winchester, Franklin, 1st; F. Kulick, Ford, 2nd. Time, 12:24 2-5.

Five miles for touring cars with full road equipment and four persons.—C. P. Soules, Pope-Toledo, 1st; H. H. Lyttle, Pope-Toledo, 2nd. Time, 6:40 1-5.

Two miles for Ford cars.—Charles F. Gilmore, 1st; F. C. Carter, 2nd; Emil Burkhard, 3rd. Time, 3:29 2-5.

Motorcycle exhibition, two miles, by Mrs. Rogers. Time, 3:28 1-5.

Five miles for cars of any motive power, weighing from 551 to 881 pounds.—W. F. Winchester, Franklin, 1st; F. Kulick, Ford, 2nd. Time, 5:34.

Two miles for Orient Buckboards.—E. R. Durkee, 1st; L. H. Roberts, 2nd; Homer Scott, 3rd. Time, 4:10.

Five-mile free-for-all for Diamond Rubber Company Challenge Cup.—Barney Oldfield, Peerless *Green Dragon*, 1st; H. H. Lyttle, Pope-Toledo *Tornado*, 2nd; W. F. Winchester, Franklin, 3rd; George Graham, Winton *Bullet No. 3*, 4th; Time, 5:10.

Two miles for Cadillac cars.—M. Fisher, 1st, R. H. Yates, 2nd; Jim Johnson, 3rd. Time, 3:48 2-5.

Two miles for Oldsmobiles.—F. C. Carter, 1st; E. Jaynes, 2nd. Time, 5:03 2-5.

One mile exhibition by Oldfield, *Green Dragon*. Time, :58 2-5.

Five-mile exhibition.—Charles Schmidt, Packard non-stop record car. Time, 7:15 1-5.

Monday.—Two miles for Franklin cars, road equipment, two persons.—F. R. Alliger, 1st; John W. Gibbs, 2nd; W. H. Baker, 3rd. Time, 3:38 2-5.

Two miles for Pierce cars, road equipment, two persons.—George Ulrich, 1st; A. J. Keller, 2nd; F. Dey, 3rd. Time, 4:44.

Two miles for Rambler cars, road equipment, two persons.—F. C. Carter, 1st; O. E. Yeager, 2nd; M. M. Wall, 3rd. Time, 3:33 1-4.

Twenty-five mile record trial.—Charles Schmidt-Gray Wolf. Time, 28:32 1-5.

Fifteen-mile free-for-all, cars from 1,432 to 2,204 pounds.—Oldfield, *Green Dragon*, 1st; George Graham, *Bullet No. 3*, 2nd. Time, 16:23 2-5. Oldfield's time for twenty-five miles, 26:42.

Two miles for Thomas cars.—Burt Tompkins, 1st; Cal Paxon, 2nd; J. C. Milsom, 3rd. Time, 3:29 4-5.

Two miles for Haynes-Apperson cars, road equipment, two persons.—F. P. Norris, 1st; J. J. Gibson, 2nd; C. A. Cutler, 3rd. Time, 3:54 1-4.

Five-mile Great Buffalo Handicap, cars owned in Erie and Niagara counties.—Charles Soules, Pope Toledo, 1st; Erie Mock, Pierce *Great Arrow*, 2nd; W. A. Lutz, Pope-Toledo, 3rd. Time, 6:46.

Two-mile record, trial.—Barney Oldfield, *Green Dragon*. Time, 2:04 4-5.

Bexhill Three-Day Meet.

Special Correspondence.

LIVERPOOL, Aug. 6.—Bexhill, the well-known sea-side resort on the English south coast, has held several motor race meetings on previous occasions, but a record muster of cars attended the meet held this week, commencing Monday, August 1. Bexhill has the almost unique attraction of having a perfectly laid motor track on the sea front, the length being sufficient for either a flying or a standing kilometer. A kilometer with standing start was arranged, the finishing point being at the top of a sharp rise, known locally as Galley Hill. This is about 150 yards long, and as it has a gradient of 10 per cent., fast speeds were not usual. A strong breeze, dead in the face of the competitors, also militated against fast riding. The track was in fine order, and although usually rather dusty, the several sprinklings with Westrumite made before each day's racing allayed all dust. In fact, even the fastest car left not the slightest signs of dust in its wake.

Under a blazing sun the competing cars, to the number of sixty or seventy, proceeded in single file through the town to the sea front. Here were assembled the lady judges, headed by the Countess de la Warr, who were to choose the three best decorated and most attractive cars. First prize was awarded to Walker Munro's 22-horsepower Napier, second to Gurney Preston's 28-horsepower Mercedes, and third to S. F. Edge's 20-horsepower Napier. The parade was followed by a luncheon given by Earl de la Warr to the prominent visitors and press.

After the luncheon, the principal events of the meet—the races for touring cars—were held. The cars were divided into six classes, according to price. The first class, for cars costing under \$1,000, brought out a large number of competitors, including several American cars. The finals of this class, held on the next day, found the winner in Henry Sturme's 10-horsepower Duryea three-wheeler, which covered the kilometer in 1 minute 14 1-5 seconds. A Cadillac, Ford and Oldsmobile also competed.

In the second class, for cars costing between \$1,000 and \$2,000 and carrying four passengers, more exciting racing was seen. An amusing event occurred in the fourth

heat, in which a 9-horsepower Clement was matched against S. F. Edge's 9-horsepower Gladiator. The Clement refused to budge at the start, and the Gladiator rushed off by itself. Half way along the course the Gladiator punctured and stopped; whereupon the driver of the Clement, getting his engine started at last, rushed past Edge and won the heat. W. Whiteway's 14-horsepower French Regal won the final of this event. In the third class, for cars valued between \$2,000 and \$2,750, Mr. Hall's 15-horsepower Darracq proved the winner, another Darracq coming in second.

The fourth class brought out the largest number of starters of any event. This was for cars costing between \$2,750 and \$3,750, and eleven heats were run. In the ninth heat Earl de la Warr, the promoter of these trials, received an ovation when he came in a winner on his 18-horsepower Daimler. The best reception, however, was accorded in the tenth heat to Mrs. Manville, who drove her 18-horsepower Daimler to victory. In the finals of this event, A. H. Walker came in first on his 30-horsepower Darracq, just beating Earl de la Warr.

Next came a most popular event—the section for cars of high power, costing between \$3,750 and \$5,000—and in this some very fine racing was seen. After three fast rounds S. F. Edge won a popular victory on his 20-horsepower Napier in 51 3-5 seconds; second and third places being captured by 28-horsepower English Daimlers.

The last racing event was the class for high-powered cars, irrespective of price, each having to carry five passengers. Six heats were run, and some of the times were very close. A. Guinness, on his 60-horsepower Mercedes, travelled the kilometer in 50 3-5 seconds; Edge, on his Napier, in 52 seconds, while S. Girling, one of the English competitors in the Gordon Bennett race, did fast time on a 28-horsepower Wolseley. In the final, Mr. Guinness did the fastest time of the day, his 46 4-5 seconds representing a speed of 48 miles an hour. Considering the standing start and the incline of Galley Hill before the finish, the performance was very satisfactory. A 28-horsepower Bollée car came in second.

Tuesday the sun shone with even greater intensity than on the preceding day, and as the heat became greater the interest of the spectators began to flag. About 5,000 people were at the track on this day as against the 9,000 or 10,000 on Monday. The events consisted of the semi-final and final races, and the results of these have been incorporated in the account of Monday's events to avoid confusion. An additional spice of interest was added by a motorcycle handicap, which was run with heats of five competitors. After some close work, Genn, on an Eland (with Minerva engine), came in first; Tessier, on a Bat (De Dion engine) being second.

Wednesday's program concluded the meeting with a procession of flower-decorated cars, a battle of flowers, and a gymkhana.

Long Branch Automobile Week.

Staff Correspondence.

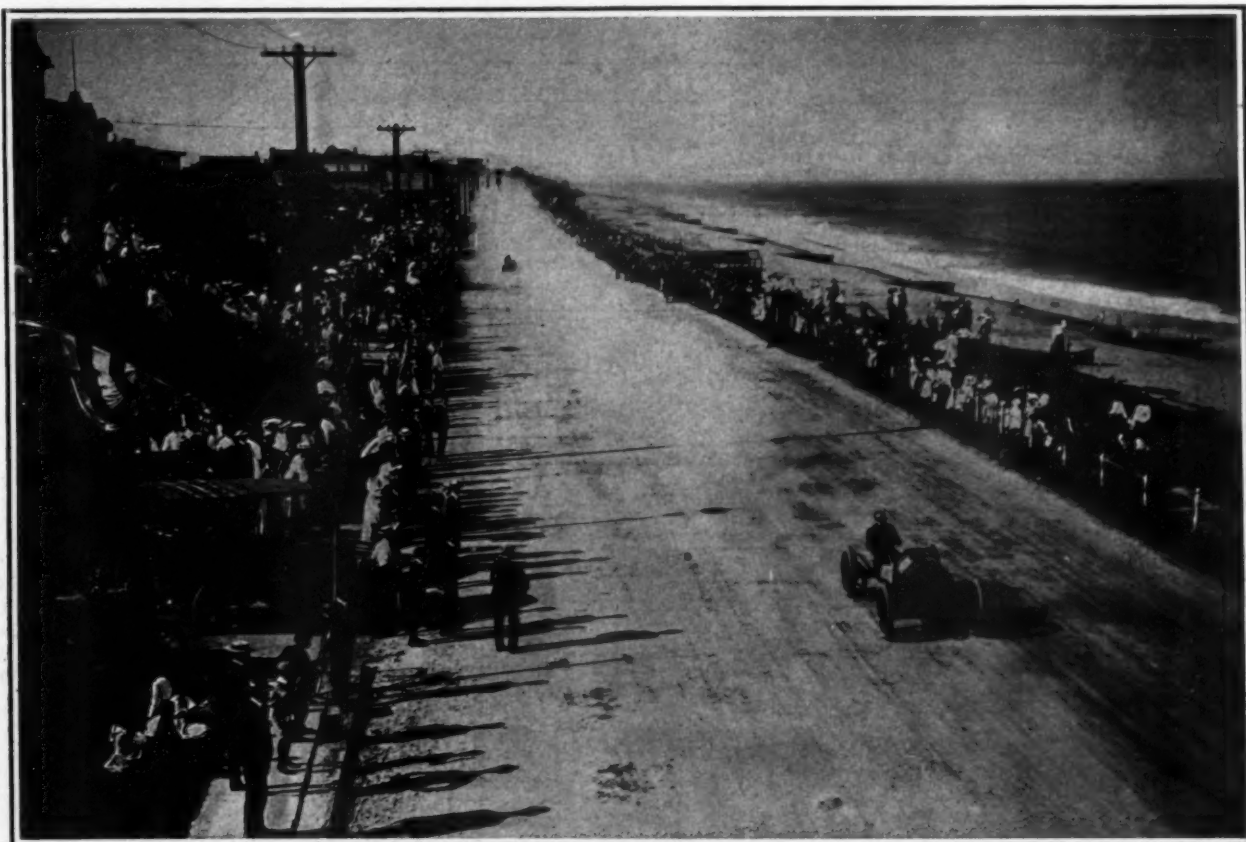
LONG BRANCH, N. J., Aug. 16.—Summer residents and natives of this fashionable resort on the New Jersey Coast have been thinking, talking and riding automobiles for a week past to the exclusion of horse and dog shows and the other established attractions which go to make up the average veranda conversation. Some weeks ago "Senator" W. J. Morgan, the originator of the Ormond Beach races and the Mount Washington hill-climb, visited Long Branch, stayed two or three days, and as a result this week is known as "Automobile Week," with a program including an automobile show, a 2,000-mile non-stop run, straight-

report its progress. The aim of Mr. Bowman is to eclipse the non-stop record of 2,017 miles established by D. M. Weigel, of England.

In the afternoon, the straightaway races on the boulevard were held and furnished the principal excitement of the early part of the week. Owing to the shortness of the road and the difficulty of securing proper protection for spectators, the races were limited to quarter and half-mile dashes. At the finish in front of the West End Hotel a grandstand had been erected for the guests of the various cottages. Several thousand persons, mostly women and children,

passed before traveling a quarter of a mile and easily beaten. In the second heat, a rolling start, both of the cars came down to the starting line on second speed. Edward Hawley, the driver of Mr. Thomas's car, threw in his third speed as he touched the line and immediately after the fourth speed, and jumped away from Mr. Harkness. In the finish of this heat Mr. Harkness struck a big dog, killing it instantly, while Hawley, failing to make the turn at the end of the road, jumped over the curb and ran about thirty feet on the grass-plot before he could bring his car to a standstill. Fortunately, anticipating just such an occurrence, there were no spectators at the turn, the officers being particular to keep this part of the course clear.

In the half-mile open event for machines



E. R. THOMAS WINNING HALF-MILE DASH FROM H. S. HARKNESS ON OCEAN DRIVE, LONG BRANCH, AUGUST 15.

away dashes on the beach drive, races on the Elwood Park track, a floral parade, a gymkhana and an automobile ball on the last evening—Saturday—at the exclusive Hollywood Hotel.

The week opened yesterday with the start of the non-stop run of the Clément-Bayard car owned by Sidney B. Bowman. The car was sent off after being showered with wine by Miss Virginia Harned, the actress, and during the week will travel between Long Branch and Spring Lake, the round trip being about twenty-five miles. The drivers are Clovis Bertrams, F. E. Muscovics, and Sidney B. Bowman. The car will be kept running day and night and a corps of observers have been appointed to watch and

watched the events, and to many of them—judging by the reception they accorded the various competitors—it proved an interesting spectacle. The officials had considerable difficulty in keeping the road clear and avoiding accidents, notwithstanding that half of the entire Long Branch police force—twelve men—were on hand to keep the people on the sidewalks. But after they had seen Harry Harkness's and E. R. Thomas's Mercedes cars travel at speed, the spectators did not evince so great a desire to stand in the middle of the road.

The chief event of the afternoon was the race between these two cars. In the first heat, from a standing start, Harkness got away quicker than his opponent, but was

costing from \$2,000 to \$3,500, Joseph Tracy, in a four-cylinder Royal, beat the Berg car by several lengths. The race for electrics, most of the drivers of which were residents of Long Branch, resulted in Mrs. C. C. Miller, in a Waverley, finishing a few feet ahead of Mrs. A. L. McMurtry, also in a Waverley.

The races were timed by an ingenious device invented by A. L. McMurtry, of the Automobile Club of America. Mr. McMurtry had instruments at the half and quarter mile points connected with the watches at the finish, so that the pressing of a button at these points started the watches going as the cars passed them. A telephone forms a part of the equipment so that the

timers along the course were kept in touch with the officers at the finish. Mr. McMurtry's machine, which attracted considerable attention, is equipped to time races at the quarter, half, kilometer, three-quarter and mile marks. The telephones are connected to the wire of any existing telephone line.

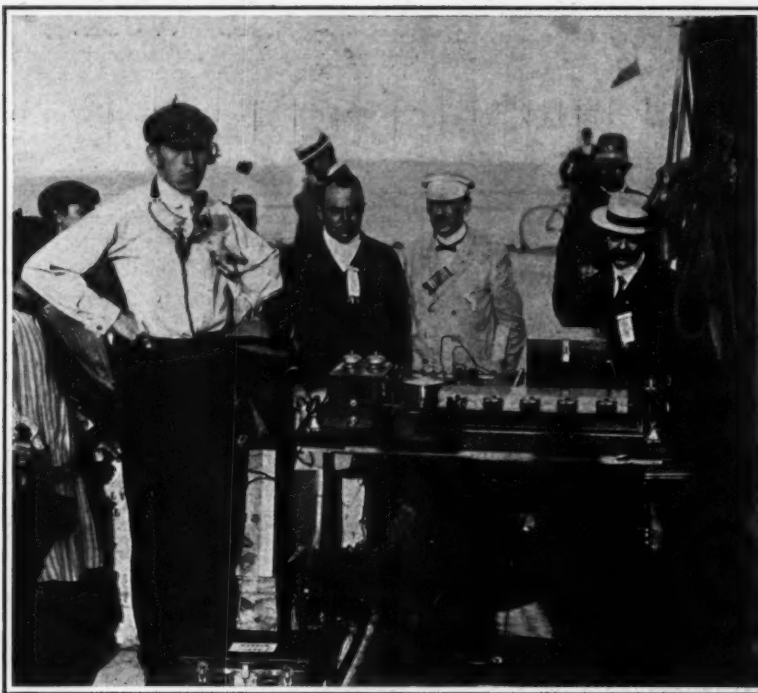
Following is a summary of the day's events:

Half-mile, best two in three, for stock cars not exceeding \$650.—First heat: H. L. Lewis, Oldsmobile, 1st; John Hansen, Olds, 2d; F. W. Stockbridge, Olds, 3d; time, 1:23. Second heat: F. W. Stockbridge, 1st; H. L. Lewis, 2d; time, 1:11. Third heat: H. L. Lewis, 1st; F. W. Stockbridge, 2d; time, 1:23.

Half-mile, free-for-all, best two in three.—First heat: Edward Hawley, in E. R. Thomas's Mercedes, 1st; Harry S. Harkness, Mercedes, 2d; time, :40 2-5. Second heat: E. R. Thomas, 1st; time, :31 4-5; H. S. Harkness, 2d; time, :34 3-5.

Half-mile, best two in three, stock machines, \$2,000 to \$3,500.—First heat: Joseph Tracy, Royal Tourist, 1st; time, :51 3-5; Frank Sibley, Berg, 2d; time, :53 3-5; H. R. Lounsbury, Jr., Meteor, 3d. Second heat: Joseph Tracy, 1st; time, :45 3-5; H. R. Lounsbury, 2d; time, :57; Frank Sibley, 3d. An extra heat to decide second place was won by Sibley.

Half-mile, best two in three, for electrics.—First heat: Mrs. C. S. Miller, Waverley, 1st; Mrs. A. L. McMurtry, Waverley, 2d; C. C. Miller, Woods, 3d, and Arthur Courdier,



McMURTRY TIMING APPARATUS, SHOWING STOP WATCHES AND TELEPHONE.

Studebaker, 4th; time, 2:03 1-5. Second heat: Mrs. C. C. Miller, 1st; Mrs. A. L. Mc-

Murtry, 2d; C. C. Miller, 3d, and Arthur Courdier, 4th; time, 1:57.

Quarter-mile, best two in three, for machines from \$650 to \$1,600.—First heat: J. F. Johnson, Franklin, 1st; Richard De Gray, Franklin, 2d; F. W. Stockbridge, 3d; time, :44. Second heat: Richard De Gray, 1st; J. F. Johnson, 2d; F. W. Stockbridge, 3d; time, :35 3-5. Third heat: De Gray, 1st; Johnson, 2d; Stockbridge, 3d. Time not taken.

In the evening the automobile show in the Casino, a building which is ordinarily used for dancing, at the rear of the West End Hotel, was formally opened. On the opening night there were fifteen exhibitors as follows:

Worthington Automobile Co., Berg and Meteor cars; Pope Mfg. Co., Pope-Hartford and Pope-Tribune; Packard Automobile Co., Packard; Elberon Automobile Co., a Durkopp car owned by C. C. Miller, of Long Branch; Motor Car Co., of New Jersey, Cadillac and Rambler; Puro Mfg. Co., hand cleaner; Samson Tire Co., protected anti-skidding tire; Hartford Rubber Works Co., Hartford and Dunlap perfected tires; Duerr-Ward Co., four-cylinder Royal; American Automobile Storage Co., two Franklins and an Oldsmobile; Smith & Mabley, Mr. Thomas's 60-horsepower Mercedes; A. L. McMurtry, timing apparatus; Continental Caoutchouc Co., Continental tires.

Wednesday's Track Events.

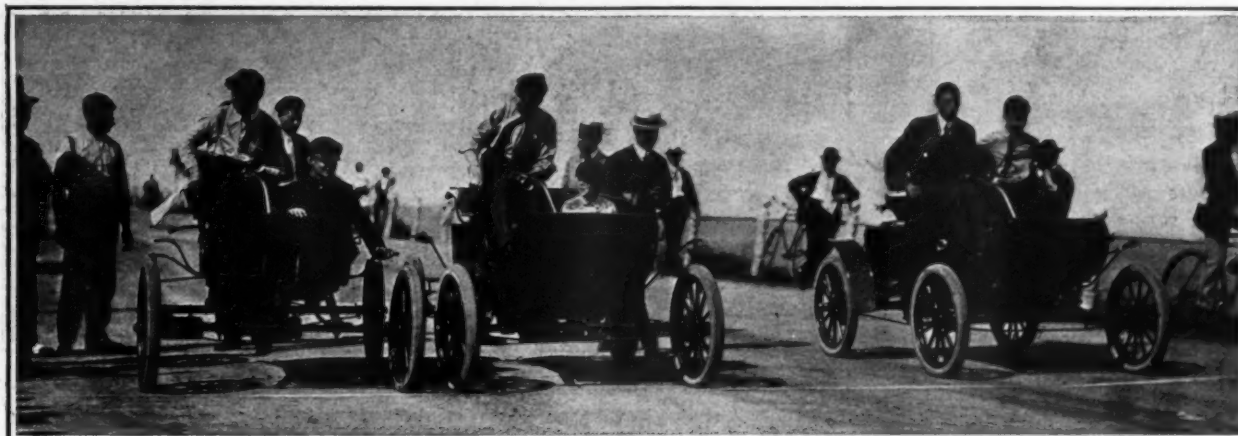
Special Telegram.

LONG BRANCH, Aug. 17.—To-day's racing on the Elmwood Park mile trotting track opened with a 100-mile race, to establish a track record for the distance. This event was won by H. S. Harkness, with his 60-horsepower Mercedes, who was awarded the race at the end of sixty miles, all the other contestants having withdrawn. Joseph



E. P. Nussbaum. Arthur A. Zimmerman. W. J. Morgan. Edward C. Bald.
EX-BICYCLE CHAMPIONS OFFICIATING AT LONG BRANCH MEET.

Tracy, in a 36-horsepower Royal, covered thirty-six miles, and Edward H. Hawley, in E. R. Thomas's 60-horsepower Mercedes, covered twelve miles. Harkness's time for twenty-five miles was 28:30 2-5; for fifty miles, 1:01:23 1-5, and for sixty miles, 1:12:40 3-5—track records for fifty and sixty miles. The fastest mile was made in 1:05.



AWAITING REPORT OF THE STARTER'S PISTOL IN THE RACE FOR RUNABOUTS ON OCEAN DRIVE, LONG BRANCH.

R. Newton, in an Autocar, won the one-mile race for machines costing \$650 to \$1,000, best two in three heats; his time for the fastest heat being 1:50 3-5. L. W. Lord, in a Pope-Hartford, was second in 1:51 3-5. Arthur S. Winslow, in a Cadillac, was third.

Harkness made another win in the three-mile race for machines costing from \$5,000 to \$15,000, defeating Hawley, in Thomas's Mercedes, who was second, and Charles R. Greuter, in a 24-horsepower Matheson, who was third. The times were: Harkness, 3:28 1-5; Hawley, 3:38, and Greuter, 4:14 4-5.

James D. Marston, on an Alycon motorcycle, covered a mile in the motorcycle trials in 1:46, the next best time being 2:10 1-5, made by Frank Deterling.

The most novel event of the day was a five-mile race for touring cars, in which four passengers had to be picked up, one at the end of each mile, except the last. This was won by Greuter, in the Matheson car, in 8:48 2-5, A. Murray, in a Panhard, being second, in 9:46 2-5; H. R. Lounsbury, in a Meteor, third, and Frank Sibley, in a Berg, fourth.

E. R. Thomas captured the one-mile free-for-all, best two in three heats, with his Mercedes, taking the first heat in 1:06 2-5, with Harkness second, in his Mercedes of the same power, in 1:09 3-5, and E. H. Hawley taking the second heat, in Thomas's Mercedes, in 1:05 4-5, defeating Harkness, whose time was 1:10 3-5.

The program was concluded by the Clement non-stop car making a round of the track in its 1,100th mile.

The Mayor will issue a proclamation asking the citizens to decorate their houses on Saturday, when the floral parade is held. The exhibition of automobiles is being well attended.

MOTORIST'S IRE STIRRED.

Jersey Physician Brings Complaint Against Policeman for Irregular Proceedings.

The police, village constables and town sheriffs, in their eagerness to gather in cash-paying prisoners, frequently disregard the requirements of the law applicable to automobilists without exciting surprise;

ten days' grace was allowed the owners of a new automobile. The Secretary of State replied that the application was not in proper form, affidavit not having been made to the description of the machine, whereupon Dr. Bell made fresh application, according to the requirements of the law.

Shortly afterward Dr. Bell, while riding in his car in Hackensack with Mrs. Bell, was arrested without a warrant by an offi-

but recently a case occurred in New Jersey which is out of the ordinary.

Dr. J. Finley Bell, of Englewood, N. J., for some time used a gasoline runabout, duly licensed, which, however, he found too small, and recently purchased a touring car. He at once applied to the Secretary of State for New Jersey for a license for the new car, and, pending its arrival, continued to use the machine, believing that

cious policeman and haled before a magistrate under protest. In making the arrest the officer climbed into the car and told the doctor to drive to the magistrate's residence; but the doctor promptly ordered him out, and, leaving the machine standing in the road, accompanied the officer on foot. The matter was explained to the magistrate, who imposed a fine of \$15, the penalty provided by the New Jersey law for failure to carry a license. The doctor was allowed to depart on stating that he would send a check for the amount next day, under protest, however.

The following day Dr. Bell, accompanied by a lawyer, called upon the magistrate and tendered his check for the \$15, asking at the same time for a copy of the records, as he wished to appeal. The magistrate informed him that there were no records of the transaction whatever, and it then transpired that not only was this the case, but that the policeman had made no declaration or affidavit, having simply made a verbal complaint. The magistrate then refused to accept Dr. Bell's check, on the ground that it was not legal tender, and when offered cash in ten minutes, declined that also, saying that he would have to consult the commission counsel on the matter.

Dr. Bell is to lay a complaint against the policeman for having exceeded his authority (according to the Scovil law an automobilist can only be arrested without a warrant when racing with another machine or for a wager on the highway), for conduct unbecoming an officer, and for trespassing on Dr. Bell's property. The complaint of false arrest is now in preparation.

The victim of the irregular proceeding has received a letter from the magistrate stating that the case against the doctor would be dropped, which, however, is not likely to end the matter. "For the benefit of the automobilists in general," said Dr. Bell, "I propose going on with my suit against the officer. Further, the law of New Jersey provides special road privileges for physicians, and I hold that, as these provisions were made for the purpose of expediting the physicians' work, they can in no way be abrogated by the use of the automobile instead of the horse-drawn vehicle, which was the only road conveyance for physicians when the law was framed."



McMURTRY USING THE FIELD TELEPHONE

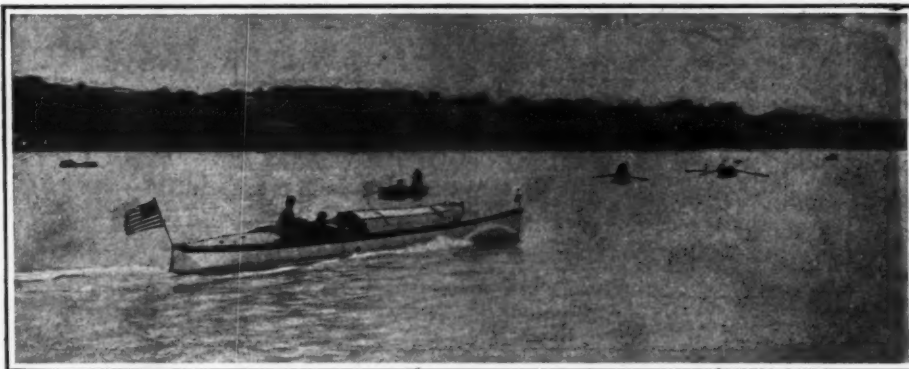
Details of International Auto-Boat Race.

Special Correspondence.

LONDON, Aug. 6.—The Harmsworth cup was won this year off Ryde, Isle of Wight, England, by the same boat that won it last year in Ireland—the *Napier Minor*—handled by S. F. Edge, beating the Richard Brasier boat, *Trèfle-à-Quatre*, by 1 minute 24 seconds over the course of 7.7 nautical miles. Her time was 23 minutes 3 seconds, and that of the French champion 24 minutes 27 seconds. These two boats were the only competitors in the final contest, the others having been disposed of in various ways earlier in the contest.

The *Hutton* could not get her motor to run; *Champak*, entered by Thornycroft, and *Fer de Lance*, entered by Lord Howard de Walden, were not ready to start. These are all English craft. The French boat *Bayard* was to have run in the first heat with *Napier II* and *Challenger*, but fouled her propeller on a chain while doing fancy stunts at high speed just before the start, and as a consequence was unable to compete

ner of the heat to be pitted in the final against *Trèfle-à-Quatre*, the only boat that was not either beaten or damaged. This



AMERICAN CONTESTANT "CHALLENGER," DEFEATED THROUGH IGNITION TROUBLE.

heat developed the finest piece of racing of the whole series, for the boats were close together all the time and running grandly.

à-Quatre had but 82-horsepower. The engines of *Napier Minor* are rated at 55-horsepower only, and those of *Napier II* at 90-horsepower.

The final race was witnessed by the King, who requested a postponement so that he could see it, and also a change of course, which made the finish practically invisible from the shore. His Majesty had a glorious view from his yacht *Victoria and Albert*, while several thousands of his subjects stood on the shore in the rain, which favored the occasion, and strained their eyes the while they wondered what was going on out in the mist.

A boat that promised well was *Mercedes*, but she was ruled out because her hull was not of German build, the rules requiring that every part of a competing boat should be built in the country she represented.



ENGLISH VICTOR "NAPIER MINOR," WHICH HAS WON THE CUP TWICE.

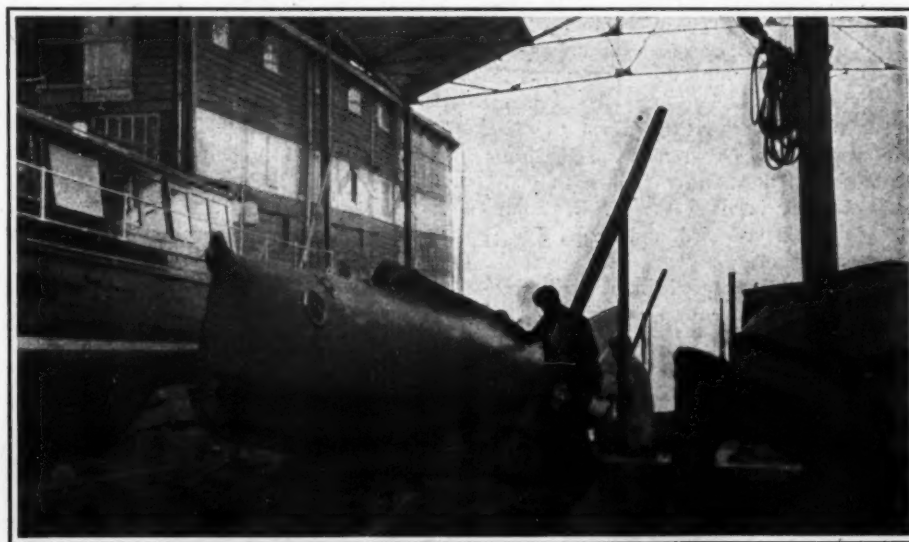
in her heat. The steam-propelled *Serpollet* failed to put in an appearance, and in the first heat of the series *Challenger*, the only American boat, was beaten by *Napier II*. *Challenger* got away first with a good start, and was for a time running faster than the English competitor. Trouble developed in the ignition system, however, and very soon the four forward cylinders refused to work, leaving the remaining half of the engine to drive the boat and the dead half of the motor as well. She finished in 26 minutes 3 seconds, 1 minute 44 seconds later than *Napier II*, which could not get the starboard engine running at the start, which allowed the American boat to gain a lead that might have landed her a winner had her engines not failed.

In the second heat *Napier Minor* went over the course in 23 minutes 21 seconds, considerably better time than that made by *Napier II* in the preceding heat. This was the heat in which *Serpollet* was to have competed.

The third heat was also a walkover, and a slow one at that, the sole performer being *Trèfle-à-Quatre*, and her time 25 minutes 20 seconds.

In the fourth heat the competing boats were *Napier II* and *Napier Minor*, the win-

The winner, *Napier II*, was timed at 24 minutes 7 seconds, *Napier Minor* coming in



FRENCH REPRESENTATIVE "TREFLE-A-QUATRE," DEFEATED BY 1 MINUTE 24 SECONDS.

only 16 seconds later. Notwithstanding her win in the semi-final heat, *Napier II* did not compete in the final, as her hard racing had strained her considerably, and *Napier*

After winning her heat with the French boat, *Napier Minor* circled about the King's yacht, but Mr. Edge was not asked on board, as some thought he would be.

Correspondence

Through the Desert Sands.

Editor THE AUTOMOBILE:

Sir:—Ten days from San Francisco finds us in Ogden. This is about half the time taken by any other transcontinental machine in crossing these wastes of sand. We have hit her hard and left a trail of alkali dust that looked as though the plains were afire. We had quite a coat of this dust on when we pulled in here yesterday at 6 p. m. The car stands it remarkably well; the only break was one in the chain, and we had two punctures. After seven days on the desert, green stuff looks good to our sore eyes. A bathtub was appreciated, and so was a good square meal at the Reed Hotel, where we are stopping. We leave to-morrow for Denver.

Carris is cleaning out the alkali and sage brush from the machine to-day while I write. We are sorry to leave this hospitable city for the wilds of Wyoming. Yea, verily, automobiling in the Far West is no picnic. Carris never saw the sage brush country before, and I guess he won't forget it very soon.

This sand and desert is a corker to him. He never had seen this beautiful desert of America before, living most of his life in New York State, and, to tell the truth, I think he is more scared than the Franklin at the long pulls between water.

Last Sunday night we left Golconda at

"whooping her up" in true Western style. I don't know but I should myself, if I had to live in this kind of a hot bed of alkali dust. We run the chain dry, without oil, finding this best in so much sand and dust, as it keeps bright and shiny, while if oiled it would be a mass of grit and grease.

Ogden, Utah.

L. L. WHITMAN.

Motors in Launches and Autos.

Editor THE AUTOMOBILE:

Sir:—The question has often arisen

would give me a few words of explanation on this matter, and also state if you know of any manufacturer in the United States who equips up-to-date automobiles with two-cycle engines.

E. A. B.

Fort Wayne, Ind.

The four-cycle motor, while necessarily much more complicated than two-cycle, can be run at higher speed and for a given weight will develop more power than the two-cycle motor, as the scavenging of the burnt gases in the cylinder after each im-



CLIMBING THROUGH THE PICTURESQUE MOUNTAIN COUNTRY OF NEVADA.



WHITMAN AND CARRIS "HUNG UP" IN THE DESERT AND CONSIDERING.

5.10 o'clock and there was not a drop between there and Battle Mountain, forty-five miles, and not a living soul. We made the run in less than three hours, making one stop for a snap shot, and jerked out the clutch at 8 p. m., just before dark, in front of the hotel in the little settlement of Battle Mountain, Nevada. That place is most all saloon, and most of the inhabitants were

among owners why it is that automobiles are almost always equipped with four-cycle engines having one or two cylinders whereas motor boats almost invariably are equipped with two-cycle engines, although there are probably more four-cycle engines used in launches than there are two-cycle engines used in automobiles.

If it is not too much trouble, I wish you

pulse stroke is more thorough and the fresh charge is uncontaminated. It also has a greater range of speed. The two-cycle engine is used very largely in boats because it is cheaper to build than the four-cycle, is simpler and in a boat the matter of weight is of less importance than in an automobile. All of the auto-boats built for racing are equipped with four-cycle automobile engines, while the two-cycle motor is used almost altogether in the slow-pleasure launches. A. J. Leighton's *Adios* is a notable exception to the rule in racing boats.

The only automobile fitted with two-cycle motors that are on the market, so far as we know, are the Elmore car, made by the Elmore Manufacturing Company, of Clyde, O. Some of them are fitted with single cylinder horizontal engines and others with twin cylinder vertical motors, all of the two-cycle type. One of these vehicles has shown its efficiency by making a round trip from New York to St. Louis and back in June and July, and then immediately starting again in the A. A. A. tour from New York, arriving in St. Louis August 10.

President Frederick D. Underwood, of the Erie system of railways, who is an enthusiastic automobilist, has had one of his machines fitted with flanged wheels, and is now using it in making trips over the lines of his steam system.

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The Tour to St. Louis.

It seems not impossible that the tour just ended will go down into history as the only one of its kind in this country, at least for many years to come. The tourists were favored beyond all hope in the matter of weather, those running close to schedule being personally exposed to rain only once or twice, and even the night rainfalls being insufficient to cause bad going on more than two or three days. Nevertheless, even under such auspicious skies the hardships of the tour were considerable, especially for those whose cars were not in the best of order at the start, and which consequently needed repairs and patching along the route. Without doubt those who really enjoyed the tour were those with cars of sixteen horsepower and over, who felt under no compulsion to force their machines, and yet could travel fast enough to finish the day's runs in comfortable season.

Aside from the amount of work involved in making such a tour, it must be admitted that the amateur is seldom satisfied to be compelled to stick to a rigid schedule of days and distances. There were very many places where a few hours could have been spent delightfully, and scenes visited or acquaintances made; but everything of this sort had to be foregone if one was to "keep up with the bunch." The noticeable predominance of manufacturers' entries

from points east of Chicago was a natural result of the conditions of the tour.

Perhaps a few years from now a way will be contrived to organize a tour which will appeal throughout to the private owner. The advantages of such a tour as that just ended—and they are not to be despised—are its sociability and the certainty of a good route and of finding supplies and repair facilities. Conserve these, and eliminate the strenuousness, and the necessity for driving regardless of weather, and a tour will need no trade support to make it a success.

But meanwhile the automobiling world may well be gratified for the evidence this tour has so publicly given that American amateurs, driving American cars, can take their machines successfully through a thousand miles of country roads and "turn up smiling" at the end.

We may hope, too, that something has been learned from the roads, not merely that they are good or bad or indifferent, but about the reason for it—how far the bad roads of one community are blamable on poor administration or neglect, how far on ignorant construction, and how far on simple poverty and limited local use; and, *per contra*, what lessons may be learned from another community's success in keeping up its roads. In our correspondence on the tour we have endeavored to touch on these local conditions, most of which could readily be learned by observation and inquiry; and a brief acquaintance with them will aid in understanding many seemingly inexplicable cases of good roads in thinly settled districts and very bad roads in others apparently quite able to have better.



Lessons from the Tour.

Owing to the informal character and purpose of the St. Louis tour, it was out of the question to obtain complete records of road mishaps and repairs, and nothing of this sort was attempted. It seems probable, however that if such a record could be had it would indicate that the greater number of mishaps, small and great, would be found to belong to four classes: those comprising tire troubles, those to the running gear, those to crank and transmission shafts, and those to tanks and radiators. Motor troubles, including those with ignition and carbureter, appear to have been pretty well eliminated from the list of expected things.

The greater frequency of tire troubles in the latter half of the tour was doubtless due mainly to the fact that the tires were beginning to feel the effects of the wear and tear in the earlier half, when most of them were doubtless new. Running-gear troubles attacked chiefly the springs, but also the front axles, several of which were sprung, and the steering knuckles. It is probably true that those bent axles and steering knuckles would have passed unscathed through almost any ordinary usage;

but there is a good deal of wisdom in the principle followed by our European cousins, of making these parts strong enough to stand extraordinary usage as well. Even when one places the limit of his speed at that dictated by regard for personal comfort, there is always the chance of some hidden gully or bump in an otherwise good road which invites to speed. The I-beam is a better section for the front axle than the tube; and as for steering knuckles, they can hardly be too strong. A good feature here is the spring cushion used in many of the best machines in the link between the worm gear and the knuckle. With a gear only partly irreversible it is, of course, not necessary.

Regarding springs, it is probably true again that ordinary usage would have broken few, if any. Nevertheless, if we compare most American cars with the best makes abroad, we see that the former have springs of slightly less play and noticeably greater stiffness. Less attention, too, is paid to attaching clips to the ends of the leaves to prevent them from opening on the rebound. The spring problem is a difficult one, and is not yet wholly solved.

There can be no question that to drive with open throttle over a lumpy road is an important cause of broken shafts. The abrupt momentary checking of the vehicle's speed on striking an obstacle, in opposition to the fly wheel's constant inertia, throws severe stresses on shafts and gears. A spring coupling in the drive shaft would obviate much of this, but with most cars the proper thing to do is momentarily to unclutch when striking a rough spot. It is more than likely that at least one of the several crank and gear shaft mishaps in the tour might be traced to neglect of this precaution.

As to leaky tanks and radiators, it can only be said that they are often made or supported too rigidly, so that they spring leaks from the racking of the road. This is one of the minor details in which practice will one day make perfect. The number of such details still imperfectly worked out is notably less than even a year ago, and there are some cars on the market on which there seem to be almost none left.



If those automobilists who have a gentleman's sense of respect for the rights of other users of the highways and of their own responsibility as motorcar owners and drivers, really want to allay public ill-feeling toward automobilists in general and to maintain motoring in good repute, they can do so by going directly to the root of the evil. By far the majority of automobile accidents in and around New York and in other large cities are caused by irresponsible professional drivers who run the cars with absolute recklessness and in wilful violation of the law when the owner is not in the vehicle. Many of the worst accidents, resulting in serious if not fatal injuries

and in costly damage to the machines, occur when the chauffeur has taken the car out for a night ride with carousing acquaintances of both sexes, without the knowledge or consent of the owner to such use of the vehicle. It is an open question if the owner cannot be held responsible in such cases for the acts of the chauffeur as his agent. The remedy for the evil lies with the owner, who, after employing a driver recommended by the automobile club or the dealers' association, should give strict orders to the managers of the garage where he stores his car to refuse to allow the machine to leave the establishment except upon the owner's personal request either by telephone or note.



Novel uses for automobiles appear to be without end. The latest development is an automobile kitchen service which has been instituted at the Juvenile Asylum at Echo Hills, near Dobbs Ferry, N. Y., where the children are segregated in groups of twenty in separate buildings and the food, which is cooked in a central kitchen, is carried to the various homes in an automobile wagon fitted with an asbestos lined body.



ONE of these days some hot tempered automobilist is going to shoot a farmer or sheriff lacking visible evidence of office who holds him up at the live end of a revolver or shotgun. He will act upon the Western principle that when guns come into play the only safe thing to do is to shoot first. He will plead self-defense when the case comes to trial—and who will say that he will not be acquitted?



THE most interesting picture of the whole tour was the one that nobody took—the midnight turn-out at Pontiac to rescue the cars in the livery stable that burned.

STUDYING THE DUST PROBLEM.

The dust nuisance will be made a matter for investigation by a committee of the A. C. G. B. I., in so far as the problem relates to automobiles. Considering data on this subject was obtained from the 1,000-miles reliability trials last year, the most important point, probably, being the conclusion arrived at that the form of the under part of the car has a great deal to do with the raising of dust. It has been found that the car with the smoothest under side, higher from the ground at the rear than the front, will raise the least dust, and the new committee will make experiments based on this conclusion. Experiments will also be made with the intention of showing what influence the shape of the body has on dust raising, and manufacturers are invited by the club to co-operate in securing definite information. The experiments will cover the influence not only of the shape and position of the body, but also the size of tires, and size, shape and position of mud-guards.

RULES FOR GLIDDEN TOURING CUP CONTEST.

Competition for \$2,000 Trophy Must Be Run of 500 to 1,000 Miles Weekly in United States or Canada—Committee to Draft Conditions—Temple, Whipple and Scott Entered.

Special Correspondence.

St. Louis, Aug. 13.—Suggestions for the rules that will govern the Glidden \$2,000 touring cup competition were discussed at an informal meeting of the officers of the American Automobile Association, at the Hotel Jefferson to-night, and the following were adopted:

First.—The Cup shall be known as the Charles J. Glidden Touring Cup.

Second.—The Cup shall be competed for annually, beginning with the year 1905, by members of the American Automobile Association or by any club in the world recognized by them. Each contestant shall have been a member at least one year.

Third.—The distance driven shall not be less than one thousand miles, nor less than five hundred miles weekly, and shall be over regularly used highways.

Fourth.—The car shall be driven by the owner or a driver approved by the committee, the owner being a passenger in the car.

Fifth.—The contests for the year 1905, 1906 and 1907 shall be held in either the United States, Canada, or both.

Sixth.—The rules governing the contest shall be fixed by a committee of seven (7) consisting of the president of the American Automobile Association, who shall be chairman; the presidents of the Automobile Club of America, Great Britain and Ireland, France, Germany, and presidents of an automobile club of Canada, to be recognized by the American Automobile Association and the donor; or a representation selected by the above-named persons. The chairman and two members of the committee or their nominees shall constitute a quorum.

A committee consisting of President Harlan W. Whipple of the American Automobile Association, Augustus Post, chairman of the touring committee, and James L. Breese, a governor of the Automobile Club of America, was appointed to formulate the rules and regulations governing the contest for next year and submit the same to the general committee.

W. C. Temple, of Pittsburg, immediately made entry for next year's contest, depositing \$100 entrance fee. This was followed by entries from President Harlan W. Whipple of Boston, James L. Breese of New York, and R. P. Scott of Baltimore.

PROPOSED WILMINGTON ORDINANCE.

Special Correspondence.

WILMINGTON, Del., Aug. 13.—A proposed automobile ordinance is now pending before the Street and Sewer Department of this city and will in all probability become law at an early date. The terms of the ordinance call for the licensing of all drivers of automobiles and motorcycles. The license fee for the first year will be \$2, and subsequent annual renewal will cost \$1. Licenses may be refused or revoked, temporarily or permanently, if the applicant is considered unfit, for any reason, to drive an automobile. The usual numbering regulations are incorporated. The maximum speed limit is to be ten miles an hour, and automobiles and motorcycles must slow down to six miles an hour at crossings and on turning corners.

Each machine must be provided with two brakes or sets of brakes, either of which is capable of stopping the car within ten feet when running at a speed of ten miles an hour. One of the brakes must be independent of the driving gear. Two lights must be carried, one on each side, and numbers must be placed on the lamps so as to be plainly visible at night. Motorcycles must carry one light in front. Nothing is said in the ordinance about tail lights. Automobiles must not be left standing unattended with the engine running. The usual clause regarding slowing down and stopping for frightened horses are inserted. A fine of not less than \$5 or more than \$25 is to be imposed in case of failure to carry a license, or, in default of payment of fine, imprisonment, not more than thirty days in the workhouse.

SEPARATE IMPORTERS' SHOW.

Representatives of Foreign Cars Planning Withdrawal from Madison Square.

The dissatisfaction of importers of foreign automobiles with the arrangements made for their accommodation at the 1904 automobile show, in Madison Square Garden, has been no secret; and it has been almost as well known that, failing in their endeavor to be placed on the same footing with regard to the allotment of space as American exhibitors, some radical move would be made looking to the better exhibition of foreign machines. The climax was reached a short time ago, when the Importers' Automobile Company was organized and incorporated under the laws of the State of New York, with a capital of \$4,000, the incorporators being E. T. Birdsall, C. R. Mabley and E. B. Gallaher, all of New York City.

Work has been going on very quietly, but none the less effectively, and this week a meeting was called for Thursday evening, August 18, for the purpose of arriving at conclusions on a number of questions concerning an importers' show, which it is proposed to hold in the Herald Square hall, over R. H. Macy & Co.'s store, and to continue for two weeks.

Practically all the New York importers will be represented, and the exhibit is expected to be an exceptionally brilliant one. The rule barring out all but foreign cars will, it is intimated, be strictly enforced, as might be expected.

In addition to automobiles, space will be provided for an exhibition of motor boats of any nationality, and which will not be restricted to foreign products. The decorations throughout the hall are to be of uniform character, the individual exhibitors merely placing their exhibits and erecting such signs as will come within the restrictions as to size and position.

The promoters believe that, owing to the interest taken in foreign automobiles by the wealthy classes, the importers' show will be well attended, and, moreover, that those who attend will be mainly persons who, if interested, are able to buy and whom it is worth while to interest.

The importers state that they came to the determination to hold an independent show not on account of any feeling of animosity toward the management of the national show, but because they were unable in any other way to exhibit their machines properly. They could see no reason why foreign automobiles should not be permitted to stand on an equal footing, so far as space was concerned, with domestic machines; but, as this could not be arranged, nothing remained but to hold their own show.

THREE EIGHT-CYLINDER CARS.

Fast Cars and Prominent Officials for Cleveland Meet August 19 and 20.

Special Correspondence.

CLEVELAND, Aug. 13.—The Peerless Motor Car Company will complete a new racing machine for Barney Oldfield the first of next week, and if it works out satisfactorily Barney has promised that he will compete in the Cleveland races August 19 and 20.

The new car will have eight vertical cylinders, each 5 1-2 by 5 3-4 inches, and it is claimed it will develop twice the power of the present *Green Dragon*, which has four cylinders of about this size. Louis P. Mooers, who designed the machine, says he is satisfied that it will defeat anything on wheels.

Talk of a special series of races between Oldfield and Earl Kiser is waxing warmer every day and the race meet officials still have hopes of arranging the matter. Kiser has been trying out *Bullet III* on Glenville track and has become thoroughly familiar with it. Another entrant in the Cleveland races who is after Oldfield's scalp is Henry Ford, with the Ford-Cooper 999, which has been repaired and is now said to be in better shape than ever, as its bearings and steering arrangement have been improved. With these two drivers handling cars which Oldfield made famous, and now operated by men who will strain every nerve to beat the self-styled champion, there ought to be a series of races in Cleveland the like of which have never been seen in the country. Others who will probably compete in the Cleveland races, having already entered, are H. W. Lytle, of Toledo, with a new eight-cylinder Pope-Toledo, and Carl Fisher, of Indianapolis, with his eight-cylinder *Comet*. Ed. Harbaugh, of this city, has entered a new Pope-Toledo racer of uncertain speed, while H. N. Franklin will be here from Syracuse with two racers. It is confidently expected that some of the big Eastern cars will be entered later in the week, as the club has had inquiries from several of the best-known men. The fact that the Buffalo, Cleveland and Detroit races follow each other in the form of a circuit ought to attract the best drivers in the country.

So many prominent automobilists have never officiated at a race meet than have been secured by the Cleveland Automobile Club for the races. The list of officials for the two days is as follows:

Judges: Harlan W. Whipple, president A. A. A.; Augustus Post, chairman A. A. A. touring committee; W. C. Temple; E. Schriver Reese, president Cleveland A. C.; C. H. Gillette, secretary A. A. A.; Fred T. Sholes and A. Ward Foote.

Referee: A. R. Pardington, chairman A. A. A. racing board.

Timers: J. Henry Collister, David Post, of Hartford; "Governor" Fred Castle, of New York; Ned Broadwell, of Detroit; George L. Weiss, member A. A. A. racing board; P. L. C. Hussey, and Charles Weaver.

Clerk of Course: Clifford B. Haskins.

Starter: Fred J. Wagner.

Scorers: George S. Davis and "Pop" Skinkle.

Announcers: Ezra Kirk and Charles M. Hall, of Toledo.

ONE CENT PER HORSEPOWER MILE.

Special Correspondence.

CINCINNATI, Aug. 13.—Automobilists of Cincinnati and the cities of Covington and Newport, Ky., just across the Ohio River, are aroused over an attempt by the owners of the Alexandria Pike to drive all auto-

mobiles from that roadway by charging their owners an exorbitant rate of toll. This pike, which runs from Newport through the Kentucky Highlands past Fort Thomas to Alexandria, Ky., is one of the most picturesque in this region and, as it is also one of the best maintained, it has been a favorite with automobilists.

Now, however, a toll rate of 1 cent per mile for every horsepower of automobiles traversing the pike has been established. Members of the Cincinnati Automobile Club have quietly looked up the charter of the Pike company and claim that this charter does not give the company the right to charge any toll whatever for automobiles, providing, they claim, only for toll for horse-drawn vehicles and traction engines.

Therefore a test case is to be brought up in the Kentucky courts in an effort to determine the rights of automobile owners. It has not yet been determined whether the question shall be raised by some automobilist refusing to pay toll, or by paying and then demanding a receipt upon which a suit to recover can be based.

WINNIPEG RACE MEET.

First Automobile Contests in Western Canada Create Appetite for More.

Special Correspondence.

WINNIPEG, Manitoba, Aug. 8.—During the Dominion of Canada Exhibition, which was held here from July 25 to August 6, the first automobile racing that has ever been held in Western Canada took place on the racing track, and considering the fact that the track is practically unbanked some very good performances were made.

The first day, August 2, two heats of a two-mile event, open to cars not exceeding 12-horsepower, were run. W. C. Power (Autocar), T. Boswell (Ford), and R. McLeod (Cadillac) started in the first heat. Power quickly obtained the lead and won by over 100 yards in 4:15, Boswell beating McLeod for second place by a few yards.

In the second heat J. K. McCulloch (Ford) had no difficulty in winning from C. M. Rickutts (Stevens-Duryea) in 3:50.

Thursday evening, August 4, McCulloch drove a stock Ford touring car five-miles in 8:20, losing about five seconds on every lap by skidding on the loose surface of the unbanked turns.

There was an interesting brush in a two-mile race Friday evening between George Erzinger (Ford) and W. C. Power (Autocar) for second place, which created tremendous excitement among the 5,000 spectators in the grandstand. Both contestants entered the home stretch on practically even terms and got all there was out of their cars, Erzinger finishing less than a foot ahead of his antagonist. The race was won, however, by McCulloch (Ford) by fifteen seconds, in 3:26.

Although the racing was confined to ordinary touring cars, it was sufficiently interesting to create a desire for further automobile speed events, and an effort will be made to arrange a regular afternoon program during the fall, in which it is hoped that drivers from other parts of Canada will take part. The racing has also had a good effect on the sale of cars, several having been disposed of in consequence of the good impression created by the performance of the cars taking part.

There are 207 automobiles registered in Louisville, Ky., an increase of nearly 200 as compared with the number in use two years ago.

TESTING A MILITARY CAR.

Touring Car Equipped for Signal Corps Work Starts for Coast Military Camp.

Special Correspondence.

SAN FRANCISCO, Aug. 10.—Colonel Parker W. West, aide-de-camp to General Arthur McArthur, commanding the Department of California, and chief signal officer, started for the military camp at Atascadero in the special automobile built by the Winton Motor Carriage Company especially for maneuvers of the United States troops at Atascadero. They were accompanied by Captain C. L. Lyman, U. S. A., retired; five men and S. D. Henson, chauffeur.

It was a three days' run through San Jose and Paso Robles. Supplies for the signal corps, in addition to those carried on the automobile, such as crowbars, post-hole diggers and folding telegraph tables, were sent down by train.

The experimental work with the automobiles and the instruments is expected to be a highly interesting part of the maneuvers.

The car is the first of the kind specially built for military use in the United States. It will be subjected to searching tests to determine its value in military operations, being employed by the Signal Corps for rapid transportation, to make repairs and as a traveling telegraph office. The commanding general will travel in it from place to place, inspecting the troops, and will be able to connect with military telegraph lines.

The vehicle is a 20-horsepower touring car of 1904 model. It is capable of carrying eight men, two in front and six in the tonneau sitting *vis-a-vis*. In the tonneau is a folding table for the telegraph apparatus and in each side of the car are racks for flags, rockets and various appliances used by the Signal Corps. Among other paraphernalia are hatchets, a post-hole digger, climbing irons and straps, brackets, insulators and a coil of wire.

If the car proves serviceable the military authorities will adopt the type and have several others built.

PROGRAM OF DENVER MEET.

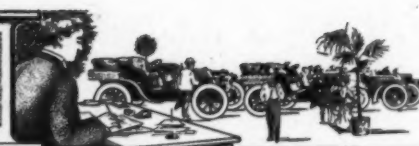
Special Correspondence.

DENVER, Aug. 12.—The Colorado Automobile Club has completed all arrangements for its race meet to be held at Overland Park on August 27. Entries will close at noon August 23 at the office of Secretary W. H. Bergtold, 624 Fourteenth street. The events are scheduled to start at 2 o'clock p. m. with a parade around the race track of all the automobiles in attendance. The program as arranged follows:

Five-mile non-professional, for stock gasoline cars, American make, not exceeding 10 horsepower; five-mile non-professional, stock American gasoline cars, not exceeding 16 horsepower; five-mile non-professional, stock American cars, steam or gasoline, not exceeding 24 horsepower; five-mile non-professional, stock steam cars, not exceeding 10 horsepower; special five-mile touring car race, full adult load, touring equipment, each contestant required to come to full stop directly in front of flag at grandstand once during the race and start again without stopping engine; special challenge five-mile, George Herring in Stanley *Comet*, open; five-mile semi-professional, gasoline cars, not exceeding 10 horsepower, stripped; cowboys vs. automobile, ten-mile, cowboys relay each mile; five-mile, non-professional, gasoline or steam cars not exceeding 20 horsepower; two-mile stock car, for ladies; five-mile, semi-professional, open to any car; motorcycle race, distance not named.



NEWS AND TRADE MISCELLANY



Angus Smith, treasurer of the Olds Motor Works, has recently been touring in New England in one of his large cars.

The Des Moines Automobile Co., of Des Moines, Ia., has been sold to A. A. Altenburger, who will continue the business.

Testimony in the Selden patent suits is being taken this week at Detroit. It now seems probable that the case will reach an argument by December.

In view of the growing scarcity of horses that can be used for purposes of war, the French Minister of War has offered a prize for the best type of automobile military cart.

The Georgia Senate has passed a bill, introduced by Senator Jordan, limiting the speed of automobiles to twenty miles an hour on country highways, and six miles an hour while running through the country towns.

The Society of Motor Manufacturers and Traders, Ltd., England, has removed its quarters from Norfolk House, London, to Clun House, Surrey street, Strand, London, owing to the necessity for more commodious and convenient offices.

Large signs with six-inch lettering have been posted on the streets of Trenton, N. J., leading from the country districts, warning motorists not to exceed the automobile speed limit of 8-12 miles an hour within the city limits, under penalty of a \$25 fine.

The factory of the Fauber Mfg. Co., at Elgin, Ill., was destroyed by fire August 11. The plant was valued at \$400,000, and had automobile stock worth about \$40,000 on hand at the time. The company was capitalized at \$350,000 and had moved to Elgin from Chicago.

Automobilists of Denver, Colo., have formed an association for the purpose of leasing the Overland Park property and converting the two race tracks into automobile speedways on which to hold monthly race meets during the heated term.

Richard Brasier's *Trèfle-à-Quatre*, which commenced the season with a glorious victory at the Nice boat races, was bought by an Englishman for the Cross-Channel race, from Calais to Dover, which was run August 8, when *Trèfle-à-Quatre* was to bear the Union Jack.

The Sandusky Automobile Co., of Sandusky, O., has been thrown into court by the action of the Diamond Rubber Co., of Akron, which commenced suit in the United States District Court asking that the company be declared bankrupt. The claims of the Diamond company amounts to \$2,850.

Former President George H. Flinn, of the Automobile Club of Pittsburg, has returned from Europe, where, after witnessing the Gordon Bennett cup race in Germany, he has been touring the Continent in his 60-horsepower Mercedes, accompanied by his wife and Mr. and Mrs. Findlay H. Lloyd.

The Pueblo Touring Car Co., Charles Kempthorne, manager, has been organized at Pueblo, Colo. The object of the company is to operate a passenger 'bus service between Pueblo and Beulah, in addition to a regular service in and around Pueblo. Rambler 16-horsepower touring cars will be used, and it is planned to begin operation about September 1.

Mr. and Mrs. S. W. Bowne, of West 57th street, New York City, together with Mr. and Mrs. H. Coburn, of Hartford, are touring in the New England States in a 35-horsepower Rochet-Schneider car. They are now at Bretton Woods, and after a short visit to Poland Springs will return to New York.

The Cadillac car, driven by R. A. Kent, of Chicago, which was ditched and thrown down a fifteen-foot embankment near La Porte, Ind., where Mr. Kent had gone to meet the St. Louis tourists, was hauled back onto the road and driven from La Porte to Chicago, Mr. Kent states, without any adjustments of machinery.

The Brooklyn Automobile Co., which conducts salesrooms and garages in Brooklyn and Manhattan, has taken the agency for the Apperson cars, made by the Apperson Brothers Co., of Kokomo, Ind., and has made a contract for 1905. Manager Hopkins is demonstrating the 1905 27-horsepower model during the carnival at Long Branch this week.

The Pageol-Aldrich Company, dealers in automobiles at Des Moines, Ia., has sold its business to the Olds Gas Engine and Motor Co., with the exception of its rights to the Elmore motors. These Mr. Aldrich retains, and has secured an option on a building on Walnut street with a view to opening at an early date a new place of business for the exclusive sale of the Elmore motors.

Smith & Mabley's Harmsworth cup competitor, *Challenger*, was shipped from England last Saturday, and, with their *Vinget-Un*, will take part in the race for the American Power Boat Association's challenge cup over the Columbia Yacht Club's course on the Hudson, in September. An English paper prints the statement that the *Challenger* is owned by Clarence Gray Dinsmore. This, however, is denied by Mr. Mabley, who says that the racer still belongs to his firm.

Mr. and Mrs. Edison, of Pueblo, Colo., and Mr. and Mrs. Emerson A. Paige, of Denver, are visiting in Boston during the G. A. R. encampment, having made the trip from Denver in Mr. Paige's automobile. Coming East the party passed through Kansas, Iowa, Illinois, Ohio, Pennsylvania, New York, New Hampshire and Massachusetts, making leisurely a pleasure trip. They will return to Pueblo and Denver by automobile, but will follow a different route.

The newspaper report from Springfield, Ill., last week, to the effect that an accident had occurred to the White steamer being driven by Ray D. Lillibridge, in the tour to St. Louis, compelling him to withdraw from the run, was an error. Mr. Lillibridge himself withdrew at Chicago on account of ill health, but sent his car through to St. Louis, where it arrived with the others of the White contingent, meeting with no accident of moment during the entire run.

W. J. Foss, who has just started his work as manager of the Pope Manufacturing Company's Boston branch, at 221 Columbus avenue, has had a wide experience as the manager of the company's Washington branch, in which capacity he was brought into friendly and intimate relations with a great many prominent persons from all parts of this country and from other parts of the civilized world. He is an old Bostonian,

having won many friends as cashier at the Parker House, and, understanding men as well as automobiles, he was never known to let a customer go unsatisfied.

The Travelers' Insurance Co., of Hartford, Conn., has addressed a circular letter to its agents instructing them to exercise great caution in accepting risks against automobile accidents, and states that the increasing use of automobiles will cost accident companies thousands of dollars. It further states: "An extra rate to cover the hazard is not expedient, because the proper use of an automobile is one of the customary diversions of outdoor life. Its improper use is not insurable on any terms. Insurance must not be written or continued upon persons who expose themselves to danger by fast and reckless driving."

The Studebaker Brothers Mfg. Co. announces the following changes, effective January 1, 1905: George M. Studebaker will relinquish the management of the carriage department and become more closely identified with the executive branch, and, as president of the Studebaker Automobile Co., will give especial attention to the direction and development of that business; E. Louis Kuhns will relinquish management of the sales department and assume charge of the spring vehicle factories; Lloyd F. Weaver, manager of the San Francisco branch, will return to the home office and assume charge of the sales department; Chester N. Weaver will become manager of the San Francisco branch.

With much circumstantiality the Philadelphia evening papers recently published weird accounts of an up-to-date highwayman, who, mounted upon a motorcycle, held up several automobilists and relieved them of their money and jewelry. One party of touring automobilists was named in full, and the details of how the robber caused the operator to drain every drop of gasoline from his tank and let the air out of his tires made interesting reading. Investigation of the case, however, failed to elicit anything tangible. Nobody on the Old York Road, where the hold-ups were alleged to have taken place, had heard anything of this modern Jack Sheppard. The authorities are convinced that a verdant reporter had been made the butt of a practical joker.

The official character of the record-breaking, non-stop run made by F. A. LaRoche is the subject of considerable comment among those interested. The chairman of the racing board of the American Automobile Association has made the statement that Mr. LaRoche applied to him for a sanction for the run, but it was not granted, as the association can only sanction trials in which more than one machine takes part. For this reason the run did not receive the sanction of the racing board. On the other hand, Augustus Post, chairman of the Touring Committee of the A. A. A., granted a sanction for the run "from the American Automobile Association through its Touring Committee," and appointed as official observers Norris M. Mason, H. H. Everett and J. D. Porter. "If successful in the outcome of this test," Mr. Post wrote to Mr. LaRoche, "we will grant you the official certificate of the American Automobile Association, and in any event will furnish you with copy of official report made by the observers."

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Baker Motor Vehicle Co.	64	Northern Mfg. Co.	63
Bartholomew Co., The	59	Northwestern Storage Battery Co.	49
Bay State Stamping Co.	39	Novelty Tufting Machine Co.	56
Beaconsfield, The	55	Nuttall Co., R. D.	48
Berg Auto Co.	65	N. Y. & N. J. Lubricant Co.	40
Berkeley Hotel	54	Oakes & Dow	40
Biddle & Smart Co.	52	Ofeldt & Sons	40
Bliss-Chester Co.	40	Olds Motor Works	Cover
Blomstrom, F. H., Motor Co.	57	Oscar Lear Automobile Co.	45
Boston Automobile Exchange	42	Ophthalmoscope Co.	39
Boston Gear Works	40	Packard Electric Co.	51
Bowser & Co., S. F.	53	Packard Motor Car Co.	Cover
Brennan Motor Co.	50	Pardee & Co.	38
Briscoe Mfg. Co.	51	Parish & Bingham Co.	56
Brooklyn Automobile Co.	38	Pederson, J. T.	47
Buckeye Motor Co.	45	Peerless Motor Car Co.	61
Bullock-Beresford Mfg. Co., The	53	Pierce Co., The Geo. N.	66
Byrne-Kingsston Co.	56	Pioneer Automobile Co.	38
Cadillac Automobile Co.	70	Pioneer Brass Works	48
Central Automobile Co.	60	Pittsburg Reduction Co.	48
Chandlee & Chandlee	42	Pope Motor Car Co.	71
Chicago Battery Co.	49	Post & Lester Co.	42
Chicago Rawhide Mfg. Co.	52	Premier Motor Mfg. Co.	57
Clark & Son, A. N.	39	Providence Steel Casting Co.	48
Coburn, R. F.	38	Quinby Co., J. M.	52
Columbia Automobiles	38	Randall, F. E.	38
Continental Caoutchouc Co.	46	Rattan Novelty Co.	39
Crane, George A.	38	Reading Automobile Co.	38
Crest Mfg. Co.	58	Reid Mfg. Co.	58
Crucible Steel Casting Co.	48	Riverside Body Factory	52
Cullman Wheel Co.	48	Rotary Motor Vehicle Co.	50
Curado Willow Ware Mfg. Co.	47	Royal Equipment Co.	39
Dayton Electrical Mfg. Co.	49	Royal Motor Car Co.	59
Detroit and Buffalo Steamship Co.	40	Rubay, Leon	42
Diamond Rubber Co.	46	Rushmore Dynamo Works	45
Dietz, R. E.	43	Saks & Co.	37
Dixon Crucible Co., Jos.	52	Skinner, K. A.	38
Dow Portable Electric Co.	39	Smith, Elwin L.	40
Draper Bros. Co.	38	Snow, H. M.	40
Duerr-Ward Co.	38	Sommer Motor Co.	60
Dyke Auto Supply Co., A. L.	40	Speare's Sons Co., Alden	52
Eagle Oil and Supply Co.	53	Spitdorf, C. F.	39
Eldredge Electric Mfg. Co.	33	Springfield Hat & Cap Co.	39
Electric Storage Battery Co.	51	Springfield Metal Body Co.	52
Electric Vehicle Co.	59	Springfield Moulding Works	40
Elmore Mfg. Co.	61	Standard Automobile Co.	68, 38 and Cover
Excelsior Supply Co.	39	Standard Wheel Co.	58
Fast, Otto	48	Star Auto Co.	38
Federal Mfg. Co.	51	Steam Carriage Boiler Co.	38
Fisher Special Mfg. Co., The	40	Stitch-In-Time Vulcanizer Co.	52
Ford Motor Co.	58	Studebaker Automobile Co.	72
Forg, Peter	40	Suffolk Chemical Co.	72
Franklin Mfg. Co., H. H.	67	Swinhart Clincher Tire & Rubber Co., The	46
Fredonia Mfg. Co.	57	Tennant Auto Tire Co.	47
Funke, A. H.	40	Thomas Motor Car Co., E. R.	58
Gas Engine Whistle Co.	56	Thorn Mfg. Co.	39
Gilbert Mfg. Co.	40	Timken Roller Bearing Axle Co.	52
Goodyear Tire and Rubber Co.	45	Torbensen Gear	42
Gray & Davis	46	Trebert Gas Engine Co.	50
Grossman, Emil	40	Tremont Garage	38
Grout Bros. Automobile Co.	60	Tucker, C. F.	39
Hansen Mfg. Co., O. C.	57	Ullman, Henry J.	38
Hardy Co., The R. E.	51	Union Automobile Co.	58
Harris Oil Co., A. W.	40	United Motor Corporation	65
Hartford Rubber Works	Cover	Upton Machine Co., The	48
Haynes-Apperson Co.	Cover	Upton Motor Co.	48
Herz & Co.	49	Utility Co.	39
Holtzer-Cabot Electric Co.	38	Van Hulan & Farr Co.	58
Hopson & Chapin Mfg. Co., The	48	Veeder Mfg. Co.	47
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Hotel Lenox	54	Walker & Dam	38
Hotel Newman	54	Waltham Mfg. Co.	67
Induction Oil Co.	51	Wayne Automobile Co.	63
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Jersey Brake Co.	49	Western Motor Co.	50
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Jones Speedometer	47	Wheelock Motor Car Clock Co.	39
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Kells, W. J.	48	Whitlock Coll Pipe Co., The	47
Knox Automobile Co.	69	Whitney Mfg. Co.	52
Laminated Tube Co.	48	Willard Storage Battery Co.	57
LaRoche Co., F. A.	62	Wilson & Hayes Mfg. Co.	52
		Winkley Oil Co.	39
		Winton Motor Carriage Co.	57
		Wheeler, F. H.	50

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